The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS ..... " 15,120,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% p.a.
" 6 " .....4% "
" 3 " .....3% "

TAKEO TAKAMICHI, Manager.

Hongkong, 23rd March, 1908. [23

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000 ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000 =ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [25

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " ...3½ "
" " " 3 " ...2½ "

JOHN ARMSTRONG, Manager.

Hongkong, 13th May, 1908. [29

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfort a/M.
Jacob S. H. Stern — Frankfort a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [30

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling £1,500,000 at 2/-=$15,000,000
Silver $13,500,000
.....$28,500,000
RESERVE LIABILITY OF PROP'TORS.$15,000,000

COURT OF DIRECTORS:
E. Sheillim, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq. | C. R. Lenzmann, Esq.
C. G. R. Brodersen, Esq. | R. Shewan, Esq.
G. Friesland, Esq. | Hon. Mr. H. A. W. Slade
C. S. Gubbay, Esq. | H. E. Tomkins, Esq.
W. Helms, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [28

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 16th July 1908. [26

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES, & Co.
Agents.

Hongkong, 31st July, 1907. [47

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

A. F. DAVIES, Manager.

Hongkong, 8th June, 1907. [1

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI, Capt. J. D. Andrews, R.N.R.	About 6th August.	Freight and Passage.
LONDON, &c., via usual Ports	MARMORA, Capt. G. H. C. Weston, R.N.R.	8th August, Noon,	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA, Capt. F. J. Fox	About 12th August.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALMA, Capt. G. W. Cockman, R.N.R.	About 14th August.	Freight only.

For Further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

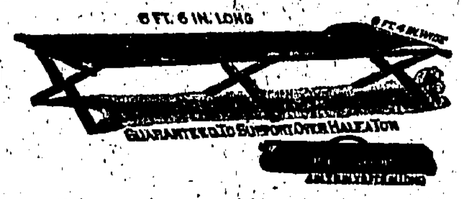
Hongkong, 31st July, 1908. [7

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN



$8.00 each

Closed.

With MOSQUITO FRAME AND CURTAIN $15.00 COMPLETE

THIN SUMMER BLANKETS, $3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [30

V. O. S.

AND

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 2nd July, 1908. [40

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow Drawn Work, &c.

Hongkong, 2nd July, 1908. [633

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.
Apply to—
E. J. LOPES,
C/o *Hongkong Telegraph* Office.
Hongkong, 9th March, 1908 [503

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [17

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM", 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons, and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. $5.00
Do. do. do. do. Monday do. $6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER

Hongkong, 2nd July, 1900 [5

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. | Charges Moderate.

HENRY LUTZ, MANAGER.

Hongkong, 16th July, 1908. [671

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

For	Steamers	To sail
KUDAT and SANDAKAN.....	"Borneo" ..... Capt. F. Sembill	SATURDAY, 8th Aug., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"Scharnhorst" ..... Capt. L. Maass.....	WEDNESDAY, Noon, 12th August.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Derfflinger" ..... Capt. G. Meiners	About WEDNESDAY, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"Prinz Sigismund"..... Capt. D. Lenz	THURSDAY, 5 P.M., 13th August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th August, 1908. [8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To sail on
SHANGHAI, KOBE, YOKOHAMA...	Australien	Verron.....	17th Aug., P.M.
MARSEILLES, via PORTS	Armand Behic ...	Guiounet	...18th Aug., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA..	Ernest Simons ...	Girard	31st Aug., P.M.
MARSEILLES, via PORTS	Yarra	Sellier	1st Sept., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,
QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908. [14

CHARGEURS RÉUNIS.

French Steamship Co.—Head Office: Paris.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINWANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.
NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND .....
PASSENGERS to OVERLAND and EUROPE } via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 Days.
" LONDON and PARIS ...26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

‡ OUESSANT .....27th Aug.	‡ CEYLAN .....26th Nov.
‡ MALTE.....12th Oct.	‡ CORSE .....12th Jan.

† No passengers. * Intermediate class and rates of passage.
‡ New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, French Mail Office.

Hongkong, 27th July, 1908. [460

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
FAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to— BUTTERFIELD & SWIRE,
Agents,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 6th March, 1908. [17

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 Dock.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Waterlon blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 Dock.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranted.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C, 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

Regular Three-Weekly Service between JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	Japan	First half Aug.	JAVA	First half Aug.
TJILATJAP...	Java	First half Aug.	SHANGHAI	First half Aug.
TJILIWONG.	Japan	First half Aug.	JAVA	First half Aug.
TJIMAHI.....	Java	Second half Aug.	SHANGHAI	Second half Aug.
TJIKINI	Japan	First half Sept.	JAVA	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
York Buildings, 1st floor,
Hongkong, 30th July, 1908. [10

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908. [71

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'Aguilar Street.

Reasonable Fees.

Consultation Free.

Hongkong, 20th June, 1904. [60

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
15, Queen's Road Central,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1901 [19

FRENCH STORE.

6, Queen's Road Central.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908. [51

A CURE FOR FORTY MALADIES.

AUSTRALIANS AND QUACK MEDICINES.

Mr. Henry D. Baker, a United States Consul in Tasmania, warns patent medicine proprietors that they incur risk of large losses if they export goods to Australia accompanied by labels or wrapped with circulars making claims as to their curative properties which cannot be substantiated.

Mr. Baker makes reference to a large shipment of patent medicines detained at the Customs House, of which the Collector of Customs has written to say that they "are detained on account of extravagant claims made as to their curative properties. The statements on the cartoons, labels, and so forth are extremely misleading."

The Consul says he examined one of the wrappers in the shipment in question, and counted forty different maladies that the medicine was alleged to cure. Had the medicine been a cure for thirty-nine less maladies, he observes, it would have had a better chance to get through the Custom House.

SPECTATORS CHEER A DROWNING BOY.

LIFE LOST IN EFFORT TO SAVE HIS BROTHER.

A crowd of spectators at Geneva wildly cheered a Swiss boy, thirteen years of age, while he made a gallant attempt which cost him his life to save his nine-year-old brother from drowning.

The brothers were bathing in the Rhine near Basle, when the younger was carried away by the current. He shouted for help, and his brother, who was a fine swimmer, plunged in and swam out to his aid.

The boy seized him round the neck, and then followed a life and death struggle which lasted for a quarter of an hour, as the two brothers were carried down the river.

The elder boy could sometimes be seen instructing his brother how to keep his hold, and at other times struggling with him to release himself from his grip.

The spectators continued to cheer the elder brother's heroism, and they were cheering when both boys went under the water and did not appear again. By this time a boat had been launched, and was rowed out to the spot where the boys disappeared, but nothing more was been of the brothers.

ENGLISH SILVERSMITHS' TRIUMPH.

A PRESENT FOR A PRINCE.

The "Shining East," to the stay-at-home Britisher, at any rate, is synonymous with glittering palaces, luxuriously equipped with all that wealth and the imaginative and artistic mind of the Oriental can supply. The sombre West has, in fact, never attempted to rival the brilliant East in splendour of display. No English pageant, for instance, could compare with an Indian Durbar.

It therefore comes as an agreeable surprise that an important Eastern prince should entrust London silversmiths with the work of producing an ornamental design for presentation to an eminent potentate. The work has taken thirty men practically six months to execute.

The design is in the form of a tree six feet in height. The trunk is of ivory, and twined round it are solid silver evergreens most delicately traced. The branches are also of solid silver, and at the ends are flower bowls and receptacles for electric lights. There are six of these delicately chased silver bowls or vases, while at the top is a large one, and skilfully woven around are eighteen electric lights of beautifully shaded colours, making a most charming picture. One of the stoutest branches holds a clock, barometer, and chronometer.

The base consists of a representation of a hunting field—like the rest, of solid silver. The figures of the huntsmen, hounds, and fox are most cleverly done, while the bracken and hedgerows represented are faithfully depicted.

It is, in fact, a remarkable achievement. The total weight is 6,000 oz., and the value is something like £3,000. It is on view during the week at Messrs. Dobson and Sons, 200, Piccadilly, who have designed and executed the work.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
Ground Floor,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1908. [6

To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [159

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.
Apply to—
DAVID SASSOON & Co., Ld.
Hongkong, 22nd May, 1908. [257

TO LET.

HOUSES in Austin Avenue, Kowloon, at $45 plus taxes per month.
Immediate possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 24th July, 1908. [601

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)
Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188

TO LET.

'HATHERLEIGH,' Conduit Road.
A HOUSE in Wong-nei-chong Road.
A HOUSE in Ripon Terrace.
OFFICES in York Building.
GODOWNS in Praya East, Blue Buildings, and No. 16B, Des Vœux Road next to the Hongkong Hotel.
FLATS in Moreton Terrace.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. 166

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.
Apply to—
KELLY & WALSH, LD.
Hongkong, 27th July, 1908. [706

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.
ONE ROOM in Prince's Building, Top Floor.
Apply to—
S. J. DAVID & Co.,
Prince's Building.
Hongkong, 1st June, 1908. [559

TO LET.

GODOWN No. 5A, Duddell Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [490

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I. M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st August, 1908. [695

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for its comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Kostan, Jobert, Velpeau, Malgaigne, the well-known Chassaignac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of those diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the continued road in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is

"THE NEW FRENCH REMEDY."

THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which so little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole resource of medical men. Therapion may be obtained of the principal chemists and merchants throughout the world.—*Diamond Fields Advertiser*, Kimberley.

Sold by all Chemists. 6s.—A

Intimation.

Wm. Powell, Ld.,

Gentlemen's

Department,

28, Queen's Road.

Direct Importers

GENTLEMEN'S

PANAMA HATS.

Smart and Exclusive

NECKWEAR.

Specialists in Gentlemen's Hosiery.

Cool and Durable

SINGLETS AND SHIRTS.

Latest Patterns in SOCKS.

WM. POWELL, LTD.,

General Drapers, Furnishers,

Des Vœux Road, and 28, Queen's Road,

HONGKONG.

Hongkong, 18th July, 1908. [56

Entertainment.

BOXING! BOXING!

ONE OF THE

GREATEST BOXING CONTESTS HONGKONG EVER WITNESSED

Theatre Royal, City Hall, Hongkong.

SATURDAY, 8th AUG., 1908.

MAIN EVENT

25 ROUNDS.

"BATTLING" SIMMS *v.* "JIMMIE" O'ROURKE

U.S.S. *Wilmington*. 148 lbs. U.S.S. *Wilmington*

$100 GOLD PURSE. $50 SIDE BET.

Referee—W. D. GREETHAM, Referee.

PRELIMINARIES:

6 ROUNDS.

"HEINIE" MILLER *v.* "JIMMIE" McFADDEN

U.S.S. *Wilmington* 128 lbs. U.S.S. *Wilmington*.

6 ROUNDS.

S. ORTIZ McKENNA *v.* "JIMMIE" COYNE

U.S.S. *Wilmington*. 123 lbs. H.M. Naval Yard, Hongkong.

NOTICE:—The Simms-vs.-O'Rourke fight is a return match, their first encounter having resulted in a 15-round draw at Shanghai, while "JIMMIE" O'ROURKE was serving on board the U.S.S. "GALVESTON."

Tickets: $15, $10, and Ringside $5.

THE MANAGEMENT.

First contest starts at 8.30 P.M., sharp.
Doors open at 8 P.M.
Booking plans now open at the
ROBINSON PIANO Co., Ld.
W. H. BURROWS, Esq.,
Com. Std. U.S.N.,
U.S.S. *Wilmington*.

Hongkong, 3rd August, 1908. [722

Intimations.

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

IN

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

MOTOR LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR PICNIC PARTIES, &c.

Fares from $2 per Hour.

HUMBER CYCLES AGENCY.

DRAGON CYCLE DEPOT,

33 & 35 DES VŒUX ROAD.

Hongkong, 18th June, 1908. [4

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGÉE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for weakness, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per box. In ordering, state which of the three numbers required, and observe that "THERAPION" appears as in annexed fac-simile of Trade Mark, which is a Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [63—E

DEVELOPMENT OF SHIPYARDS AND SHIP-BUILDING INDUSTRY IN JAPAN.

Ship-building activity in Nippon saw a new dawn at the close of the Chino-Nippon War. The two docks which the Mitsubishi Company already had could not keep pace with the sudden increase of demand on the ship-building facilities of our country. The Company was compelled to establish another, the third dock, which by far was the largest they had yet built. This new dock measured 730 feet in length. With the construction of the third dry dock, they at the same time acquired 5,000 tsubo (one tsubo equals about four yards square), affording them the space for the construction of a cradle. It had a length of 700 feet by 170 feet. Moreover, the increased activity of their shops emphasized the necessity for the protection against fire, which was not sufficiently provided for. They met this lack of fire protection in 1900 by establishing six reservoirs, with the capacity of 15,000 tons of water. At Tategami dock, which has 20,000 tons per annum capacity for ship-building, they have four cradles, one with a length of 270 feet; the second, 350 feet; the third, 460 feet; and the fourth, 600 feet, and at the present time they are still enlarging and modifying these cradles. Moreover, they have increased the numbers to eight, and the largest of them has the length of 700 feet. It is at this dock that the larger ships of the Nippon Yusen Kaisha, on its European service, were built,—the *Hitachi-maru*, the *Awa-maru*, the *Iyo-maru*, the *Kaga-maru*.

The dock at Akunoura is the oldest of the Mitsubishi docks. The capacity and scope of this dock, however, is much smaller than those of the Tategami. This dry dock has a very convenient capacity to construct and repair such steamers as are usually used on the China and Korean service by the different steamship companies of Nippon. The machine-shop at this dock is exceptionally complete, and in perfect working order. It covers a space of 200 by 106 feet. It is fitted with hydraulic lifts, and in the centre of it, it has two electric cranes, with the capacity of 20 and 15 tons respectively. On the second storey they have two electric cranes, capable of lifting a weight of five tons each. It has the facility of casting articles upward to 50,000 tons in weight. This machine-shop has in connection with it a blacksmith shop, which covers a space of 370 feet by 60, fitted with nine steam hammers of seven tons and less.

To the casual eye looking upon these workshops at Akunoura, the series of workshops stretching for 1,250 ken (7,500 feet of water front) have an imposing effect. It appears much bigger than the other docks of the Mitsubishi Company.

In 1884—as we have said—the Nagasaki dockyard passed out of the governmental control. The Mitsubishi interests acquired it. Long before it had passed into the possession of the Mitsubishi people, however, shipbuilding activity of the world had passed out of the wooden-ship age; indeed, it had passed out of the iron age, as far as the material for shipbuilding was concerned. It had already entered into the steel construction period. Still, as late as 1889, the record of the Mitsubishi Company in the construction of steel ships, was in its infancy. It was confined to the construction of three small boats for the Osaka Shosen Kaisha of 600 tons or less. They were proud of this record, moreover, which comments eloquently on the limited scope they enjoyed at the time. But the inevitable tendency of the world's progress was pushing them ahead, in spite of themselves in 1894, they undertook the construction of a steel ship of 1,600 tons called the *Syma-maru*. It was followed by the construction of the *Tategami-maru* of 1,550 tons. From that time on, the activity of the Mitsubishi Company in the construction of a larger ship increased steadily, till they succeeded in building the *Hitachi-maru*, of 6,172 tons and her sister ships. Loss, monetary loss, they have had from time to time, but the amount they lost in money they gained in the skill of their workmen.

The Mitsubishi Dockyard is under the management of Mr. Shoda Heisoro. The executive office of the Mitsubishi Company employs about one hundred men. They employ about one hundred and fifty men in the offices, among whom are nine foreign experts in an advisory capacity. They employ 5,000 workmen in their shops.

Here, then, is the dockyard which, as late as 1889, had nothing more to be proud of than a boat of 700 tons. On the 14th of September, 1907, was launched the first of three sister ships which it is building for the Toyo Kisen Kaisha, and the story of this new ship reads as a fairy tale. It is called, this new ship, *Tenyo maru*; 14,000 is its tonnage. From 1898 to 1907, the distance in time is not vast. From *Kisogama-maru* of 700 tons to the *Tenyo* of 14,000 tons, it is indeed a far cry. But the difference in tonnage spells but a very small part of the wonder tale which is as true as the gospels and much more historic than the story which stretches from a cradle in Corsica to another island off the African coast called St. Helena. This new ship is rated by the Lloyd as 700, A 1. It has a length of 550 feet, breadth of 63 feet, it displaces 18,725 tons. It has 16,850 horsepower; speed, 19 knots. It accommodates 252 first-class passengers, 38 second-class, and 816 third-class.

I have tarried long over the story of the growth of the Mitsubishi Dockyard, and for this reason; in it the reader can read the growth of the ship-building and dockyard enterprises of Nippon, as well as in many another.

The story of the development and growth of the Imperial Iron Works has already been touched in two articles which appeared in the April issue of the *Pacific Era*. From a purely financial standpoint of view, the Imperial Iron Works has not been a success. With the launching, however, of the armoured cruiser *Ibuki*, it succeeded in translating the dreams of its founders into an historic and steel-built fact. And no longer shall Nippon be compelled to look over beyond the seas for the construction of battleships of any size whatever.

The growth of the ship-building industry in Nippon ought to be read with particular interest by the people of the United States. Of the many candidates all over the world who are struggling for the mastery of the greatest body of water in the world, these two have the most potent claim—the United States and Nippon. With other powers it is a mere bouquet to their ambitions, their dreams. With America and with Nippon, it is a matter of necessity. It may take many years, but in the end the nation that controls the Pacific shall be the master of a new era. At home in Nippon we sit up nights, wondering what our American friends are doing in this direction. Quite the contrary is true of our American friends. The story, I fancy, of the mercantile marine of Nippon, will perhaps be read by a large majority of Americans as a story of a summer weed, which never fails to take an easy-going farmer by surprise. If not in the fashion of the summer weed, then how was this growth in the ship-building industry of Nippon attained? It is simple,—largely through the government subsidy. The subsidy bill of 1896 gave 125 to 37½ cents per ton for every 1,000 miles sailed in foreign commerce,—(and mark you this)—by ships owned exclusively by the people of Nippon. It, moreover, granted a bounty of $6 to $12 per ton, and also $5 per indicated horsepower to all the steamers of certain type and speed constructed in Nippon.

The best friend of America, and her attitude toward the shipping and ship-building industry of her home, is compelled to say that the United States has done its best in hand-capping the American shipping and ship-building interests in its struggle against foreign competition. The worst enemy of the Nippon government, especially in its attitude toward the shipping and ship-building interests of Nippon, can never say so unkind a thing as the kindest word with the best friend of America can say of her shipping and ship-building enterprises.

I attended the closing session of the Fifty-ninth Congress. There, much was said on the ship-subsidy question.

"It is all very well and heroic, of course, to talk like a prophet in the face of a storm. But then you must remember that there are many newspapers, and our clientele at home read newspapers, yellow and otherwise, and it would never do for them to get an idea that they have sent men to Washington for nothing better than to throw people's money into the pockets of Harriman and Hill," seemed to sum up the conviction of the majority of gentlemen of the forum. Perhaps it is for the best, certainly this singular blindness on the part of so intelligent and wide-awake a race as the American, is a great and unexpected favour for the people of Nippon. To the Americans the warning in the closing paragraphs of the article must sound strange,—doubly so because they are fond of entertaining the fiction that the Nippon people are peculiar. They may rip themselves open with the merriest grace in the world in their proud rite of harakiri, but to give the rival of Nippon a ghost of a hint of the danger that is threatening the rival is the last, the most impossible thing for him ever to conceive. Ah, well, both of us have to learn as we grow and come closer together,—and then, it is written in the code of the samurai,—"Kick the pillow from under the head of thy sleeping foe, for thou shalt never strike at thine enemy asleep."—Hirate Takatoki in the *Far East*.

For Sale.

ALFRED HERBERT RENNIE, *Deceased.*

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz:—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Inland Lot No. 1,833 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1921, at the annual Crown rent of $552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Firs."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER,
8 Des Vœux Road Central, Hongkong.
Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 10th June, 1908. [589

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.—here now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAER
Manager.

Wanchai, 22nd June, 1908. [61

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 18th July, 1908. [682

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [723

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th instant, to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1908. [724

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1908. [708

Intimations

THE STATE FIRE INSURANCE CO., LTD.

HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.

CRUZ, BASTO & CO.

Canton, 30th July, 1908. [714

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... $1,250,000)

Loans on Mortgage of House Property, &c
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1908. [48

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.

In Bags of 250 lbs. net $3.85 per Bag ex Factory

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 28th April, 1908. [95

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [56

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 6th August, 1908, at 2.30 P.M., at their Sales-Room, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDE-BOARD with BEVELLED GLASS, DINNER WAGGONS, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, SINGLE and DOUBLE IRON and BRASS BEDSTEADS, OVERMANTELS, DINNER SERVICES, GLASS, CROCKERY and E.P. WARE, ENGLISH-MAKE EXTENSION DINING TABLE, PICTURES, CARPET, and RUGS, &c., &c.;

ALSO

A Quantity of JAPANESE CREPE SHIRTS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th August, 1908. [719

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendant.

Hongkong, 29th July, 1908 [7

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th August, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 10th August, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 3rd August, 1908. [74

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

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Hongkong, 29th July, 1907. [66

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THE HONGKONG DISPENSARY,
AND
KOWLOON DISPENSARY.

Hongkong, 4th August, 1908. [33

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On July 24, 1908, at Shanghai, the wife of J. V. C. DAVIS, of a son.

On July 26, 1908, at Shanghai, the wife of R. HARE, I. M. Customs, of a daughter.

On July 29, 1908, at Shanghai, to Mr. and Mrs. A. REEVE, a son.

On July 30, 1908, at Shanghai, the wife of O. L. ILBERT, of a son.

MARRIAGE.

July 7, at Stanstead Abbotts, R. T. D. SAYLE, of Hongkong, to WINIFRED GERTRUDE MARY (Freda) Laurie.

DEATHS.

On July 24, 1908, at Hankow, H. EDWARD MCCANN, aged 38.

On July 25, 1908, at Chefoo, JOHN ELDRIDGE, infant son of the Rev. Geo. H. and Mrs. Seville, of Wenchow, Chekiang.

On July 28, 1908, at Weihaiwei, ELLEN CARSON MORON, aged 8½ months, beloved child of George and Nellie Buchanan.

On July 29, 1908, at Shanghai, WILLIAM LANG, late Engineer s.s. *Hsinfung*, aged 43 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 5, 1908.

THE INDIAN OPIUM TRADE.

Some interesting facts and statistics with regard to the opium trade are to be gathered from the "Notes on the Main Heads of Net Revenue and Expenditure" issued with the explanatory memorandum by the Under-Secretary of State for India.

The net revenue from opium is given as £3,556,100 in the revised estimate, 1907-8, and according to the 1908-9 Budget it will be £3,351,700. The Budget estimate for 1907-8 anticipated a large reduction in the receipts because, in consequence of negotiations with the Chinese Government, it was proposed to reduce the sale of Bengal opium during the year from 55,800 chests, the number sold in 1906-7, to 49,200. It was also thought prudent to take the average price at a somewhat lower figure than in 1906-7. The number of chests sold was below the estimate, but the prices realised have exceeded expectation, the average obtained being Rs. 1,359 per chest, against Rs. 1,250 taken in the Budget. In Malwa the opium crop was good, and the exports were considerably higher than in 1907. The number of chests of Bengal opium to be sold in 1908-9 is 45,900, a reduction of 3,000 as compared with the number sold in 1907-8. The advances for next year's crop will be made on an area substantially reduced in accordance with the accepted policy of helping the Chinese reforms. The exports of Malwa opium are expected to be slightly higher.—*Home paper.*

LOCAL AND GENERAL.

IT will be interesting to record that Mr. J. Buchan was amongst those present at the China Association dinner to Sir Robert Hart. Mr. Buchan arrived only two days before, having reached London in the excellent time of 15 days from Tientsin.

AMONGST the financial and clerical staff who join the ships of the China quadron are Staff Paymaster J. T. Wright to the *Astraa*, Assistant Paymasters, E. P. Jones to the *Cadmus*, as interpreter of Japanese; L. D. M'Kean to the *Tamar*, Hongkong; A. C. Roe to the *Clio*, in financial charge; and Clerk A. H. Steele-Perkins to the *Astraa*.

RETURN of visitors to the City Hall Library and Museum for the week ending the 2nd August, 1908:—

	Library.	Museum.
Non-Chinese.....	341	146
Chinese.....	141	1,805
Total	482	1,951

DR. Perindorge dental surgeon, desires us to state that he has resumed his practice at Hotel Mansions, after a recent visit to London and Paris. Dr. Perindorge introduces all the up-to-date improvements which he has acquired during his sojourn in the European capitals where he read an instructive paper on his method of making hollow the new cast-gold inlay.

A DISPATCH from Ningpo states that a body of nearly 200 pirates have suddenly made an appearance in the village of Ch'inis'un, in Fenghua district, and being joined by the local desperadoes they are pillaging and terrorizing the countryside. An appeal for troops has been sent by the Chihhsien to the Chekiang Provincial Commander-in-Chief whose headquarters are Ningpo.

IN communicating to the Tokio Press Dr. Koch's report on the prevention of plague, Dr. Kitazato asserts that the employment of cats is the most effective method of eliminating rats, which are mainly responsible for the spread of the disease. He proposes that the keeping of cats should be made compulsory for every house, and that steps should be taken to encourage the breeding of suitable kinds of cats.

NEWS has been received by the Intelligence Department of the Waiwupu that a certain foreign steamer is expected to smuggle a large number of illicit firearms, variously estimated at from 20,000 to 30,000 rifles and accompanying ammunition into Fukien province. In consequence of this instructions have been sent to the Taotai at Amoy and the Commissioner of Customs at that port to be on the alert to seize the contraband.

A KIRIN telegram states that there are no less than between five and six hundred Japanese scattered about the districts of Ch'angch'un, Yenchi and Tiaonan, in Kirin province, and in territory inhabited by the Mongolo tribes of Khorchin, Eastern Mongolia, engaged in the work of surveying and mapping out that country. The Manchurian authorities have sent strong protests to the Japanese Minister in Peking through the Waiwupu.

THE new first officers of the *Astraa* on recommissioning is Lieutenant Mr. F. Cochrane, who will also act as gunnery officer. Lieutenant Cochrane has served in the Royal Navy for 15 years, and his present rank came to him as a reward for his services in the China War of 1900, he being then a sub-lieutenant of the flagship *Centurion*. He accompanied the Naval Brigade to Peking, shared in the fighting on the way, and was mentioned in despatches (medal with clasp).

AN interesting personality was seen in the Lobby of the House of Commons on 8th ult., in company with Mr. Laidlaw and Mr. Theodore Taylor. This was Dr. G. L. Tuck, a British-born Penang citizen, of Chinese parentage, who studied at Cambridge, where he took his M.A. and M.D. degrees. For the past four years he has been in practice at Penang. He was recently appointed Assistant-Director of the Chinese Army Medical Service, and will be stationed at Tientsin, his superior being Dr. Hsu. Many Liberal members sought introductions to Dr. Tuck on account of the fact that he has been a strenuous worker on behalf of the Anti-Opium Society at Penang.

THE international rubber exhibition, to be held at Olympia, will be open from Sept. 14 to 26 next. The president is Sir Henry Blake, and the large advisory committee includes many British and foreign experts as well as men engaged in the rubber industry. The exhibition will aim at illustrating all the stages of rubber production and manufacture. Some 16 Governments are among the exhibitors, and manufactured rubber products of all kinds will be displayed by manufacturers in Great Britain, America, Germany, France, Holland, Belgium, and other countries. In connection with the exhibition an international conference will also be held for the discussion of such questions as the improvement of methods of production and the standardisation of rubber manufactures.

The Typhoon.

WRECK OF THE "YING-KING."

MORE BODIES RECOVERED.

One hundred and sixty-five dead bodies is the total number recovered by the scavenging launches, under the direction of the Tung Wa Hospital, from the wreck of the s.s. *Ying-King* up to yesterday. On the 3rd inst. eight bodies were picked up in Castle Beak Bay. Yesterday the launch employed in the work brought back eleven more from that vicinity. Of the latter three were men, a like number of women and four children. The eleventh corpse was that of a European who could not possibly be identified owing to the advanced stage of decomposition. All the bodies were photographed and then buried this morning.

A report has been made by fishermen to the Chinese hospital authorities that a large number of bodies can be seen floating at sea away out from Lyeemun Pass about two or three hours' steam from Hongkong. These bodies are supposed to be those of the crew of the fleet of fishing junks that must have foundered in the typhoon of last week. It is estimated that quite a hundred corpses were met with by the surviving fishing junks which brought the report to Hongkong. As this information reached the Tung Wa directors only at a late hour last evening, they could not send a launch out to recover the corpses until this morning. Early to-day a steam-launch was despatched in charge of a member of the committee. An exhaustive search will be made of all the bays frequented by the fisherfolks as far as Saikung. If any bodies are picked up they will be brought back to Hongkong for burial.

A PITIFUL SIGHT

was seen by a passenger on board the s.s. *Sui Tai* on her voyage to Macao on Saturday last. Near Cheungchau Is. a body was observed floating in the water. It was that of a European woman. In her right arm was clasped a little infant. There is much speculation as to who the European woman was, as up to this writing no report has been made to the police of any foreign woman and a child being among the missing.

GALE AT WUCHOW.

LITTLE DAMAGE DONE.

Wuchow, 2nd August.

At 4.00 o'clock this afternoon a heavy squall struck Wuchow, probably the tail-end of a typhoon. Travelling from E. to W. it lasted for about twenty minutes. The roofs of a few pontoons were partly blown off. The dark and threatening clouds forewarned the floating population who sought shelter in good time before the gale struck the port. Spare anchors were run out and everything made secure. So beyond a few sampans sunk in shallow water, no damage was sustained by the shipping. It is the heaviest blow Wuchow has felt for years.

The river stands at 48 feet and good hopes are entertained that if no rain intervenes it will soon resume its normal level.

CANTON FLOOD FUNDS.

FURTHER CHINESE CONTRIBUTIONS.

The distress in the West River districts caused by the floods in June last appears to have aroused the greatest sympathy from the Chinese all over the world. Subscriptions to the funds raised by the Tung Wa Hospital have been received from nearly every country of importance where Cantonese reside. Donations still continue to reach the Tung Wa directors by telegraphic transfers. The latest to arrive are:—

From Chefoo $5,000 (in Chefoo currency) advised through the Nam Pak Hong firm of Kwong Mo-tai.

From Sydney £200 remitted through the Hongkong and Shanghai Banking Corporation. This makes the third or fourth contribution from the Cantonese in that centre of commercial activity.

From Poetoesjer $ 00.

All these three contributions were received yesterday. In round figures the amount thus far collected by the Tung Wa hospital in aid of the Flood Relief Funds is $281,000. The sum is exclusive of the proceeds of the Kennedytown Bazaar for which a distinct committee is responsible.

M. JOSEPH Jules Henri Mari Devilder, formerly lieutenant, 5th Cuirassiers, French Army, son of M. Henri Devilder, of Lille, was married at St. Mary's, Roman Catholic, Woolton, on 8th ult., to Miss Bertha Hemelryk, daughter of Mr. P. E. J. Hemelryk, of Woolton-house, Consul for Japan in Liverpool.

THE case Chang Hang Kin and Others *v.* the King, an appeal from a perjury conviction at Hongkong, has been decided by the House of Lords. Mr. E. H. Sharp (K.C. of the Hongkong Bar) appeared for the petitioners. In November, 1905, in a bankruptcy proceeding, an issue was tried to determine whether one Wong Ka Chuen was, at the date of the presentation of the petition in bankruptcy, a partner in the debtor firm. At the close of the case the petitioners and Wong Tse were ordered before the Court, and the Chief Justice, addressing them, said that to his mind they had been guilty of a most flagrant conspiracy to defraud the alleged partner; Wong Ka Chuen, and each of them had committed the most corrupt perjury. The law empowered him to deal at once with such a case, and he should commit each of them to prison for three months without hard labour. The petitioners appealed to the Supreme Court, which affirmed their conviction and sentence. Part of the sentence had been served. The petitioners now asked for special leave to appeal on the ground that they were not informed of the allegations of perjury made against them, or allowed time for their defence. Lord Robertson said their lordships would humbly advise His Majesty to grant special leave to appeal.

FIREWOOD IN COURT.

SHIP AGENTS' LIABILITY.

A rather important judgment was delivered by Mr. Justice Gompertz in the Supreme Court in favour of Mrs. Violet Chan in the action brought by her against Messrs. Wallem and Company, ship owners, carrying on business in the Hongkong Club Annexe building, to recover from them 24,200 pieces of firewood, being the balance of 176,730 pieces of firewood undelivered per steamer *Progress* in February last, or in the alternative plaintiff claims the sum of $625, the value of the wood.

In the course of his judgment his Honour said:—This is a claim for the delivery up or the value of certain firewood alleged to have been shipped at Sandakan for Hongkong in February last. The facts of the case are as follows:—The S.S. *Progress* was under charter to the Choong Hing S.S. Coy. and the charterers being in arrear with their monthly payments the local agents on the arrival of the vessel in Hongkong on 25th February exercised their lien for freight on the cargo and instructed the master to refuse delivery. Notice in writing was given on 25th February to the consignees by a letter from Messrs. Johnson, Stokes and Master, the owner's solicitors, that no freight was to be paid to the charterers or to any person or firm other than Messrs. Wallem and Coy., the agents in Hongkong for the owners. The letter concluded as follows:—

"The bill of lading must be presented to Messrs. Wallem and Coy. and be countersigned and the freight in the B/L must be paid to Messrs. Wallem and Coy. when the goods will be delivered as per B/L."

On the receipt of this notice the plaintiff, who was a consignee of 176,730 pieces of firewood, took the B/L to defendant who countersigned it and she paid them the full freight $1,325.48. She has only, however, been able to get delivery of 152,800 pieces. Hence the present claim.

It appears that there is a large shortage on the total amount of firewood shown on the manifest and the B/L, for although a certain quantity is now stored with the Godown Coy. no consignee has obtained his full amount while one consignee of 30,000 has received none at all.

Now, put shortly, the case for the plaintiff is as follows:—The defendants are liable because having exercised their lien and taken possession of ship and cargo they stand in the shoes of the Choong Hing and are liable as carriers: or again they are liable in their character of warehousemen, i.e. of bailee, and they are also liable under the specific contract contained in Johnson, Stokes and Master's letter of 25th February.

For the defence it is urged that Wallem and Company acted throughout as agents for the owners and are therefore not personally liable; and that in any case as regards the contract of carriage they are not a party to the B/L and are in no way liable under it. Again they say that the letter of 25th February cannot be construed as an agreement but that it is nothing more than a notification that the owners had decided to exercise their lien for freight—and further that even if the letter is to be construed as a contract to deliver, the contract is subject to an implied condition that the full quantity was in fact on board—and that the contract would be fulfilled by a delivery of as much firewood as possible under the circumstances.

Now it appears that these packages of firewood are not marked or numbered in any way, and that in the event of shortage difficulty might arise from the fact that no specific package can be claimed by any one consignee as his own.

Mr. Bruton objected that the defence of agency was only raised in pleading to the amended statement of claim and that there was no right to so plead without leave, as the point was not a new one raised by the amendment.

I think this objection ill founded. Without going further into the matter I will observe that it might have been taken earlier and that it comes too late now when the case has been closed. I will first deal with the letter of 25th February. I must say that I feel some difficulty in construing it in the manner suggested by Mr. Jackson. It seems to me a great deal more than a mere intimation that defendants were exercising their right of lien. In fact it seems to me to contain all the elements of a binding agreement—in the language of the text books—it is the offer of a promise for an act—the offer is accepted and the act done; the promise must then be made good. It seems doubtful again whether any implied condition can be read into a contract which appears on the face of it absolute to deliver a specified quantity of wood. The suggestion of impossibility of performance is met by the answer that there was in fact a great deal more firewood on board than was necessary for the fulfilment of this particular contract and that if the defendants withheld the delivery they had contracted for on the ground that they had incurred other obligations which they desired to fulfil they could not therefore claim to be relieved from this undertaking. If, however, Wallem and Co. were never really parties to this written contract, or, if they contracted on behalf of their principal merely, and in such a manner as not to incur any personal liability they have of course a perfect defence to any claim founded on the letter.

Now Wallem and Co., if agents, are agents for an undisclosed principal, for the name of the owner of the vessel does not appear in any document brought to the knowledge of plaintiff; that principal is further as appears from the evidence of Mr. Collett—a foreign principal—a firm in Amsterdam.

But as regards the letter Exh. 9 I think this makes no difference and that the defendants cannot be charged upon this contract—if it is a contract, for the simple reason that they are not parties to it at all. The letter itself purports to be written for and on behalf of the owners by their solicitors. It gives notice certainly that B. L. are to be presented and freight paid to Wallem and Co. It promises that if this is done the goods will be delivered, but this is a promise surely made by the owners through the medium of their solicitors. Supposing the undertaking had been that on the amount due for freight being paid to—say the Hongkong and Shanghai Bank—delivery of the cargo would be given by the Godown Co., it could hardly in that case be contended that either the Bank or the Godown Co. would be liable to the consignee. I cannot think that it makes any difference that the money is to be paid to and delivery to be given by, the same party; the firm, that is to say who are the general agents of the owners? If any one besides the owner is liable on exhibit 9 it seems to me that it would be the solicitors, Messrs. Johnson, Stokes and Master, themselves, but this of course is absurd. Even if it be assumed, and I do not see how I can legitimately assume, Johnson, Stokes and Master took their instructions from Wallem and Coy. and not directly from the shipowner, I do not see that this makes any difference. You cannot hold a party liable under a contract which he has carefully refrained from entering into. Take then the next ground of liability: are the defendants chargeable as carriers? This part of Mr. Bruton's case was based, I think, on the ground that having possession of the ship and cargo they stand in the shoes of and have succeeded to all the liabilities of the Choong Hing Coy. under the B/L. The doctrine seems a difficult one to sustain and in the absence of any direct authority on the subject I think I must hold that no such principle has been established. The next question whether the defendants having entered into possession are liable as bailees, is, I think, the most difficult part of the case. It is provided by the B/L that the master or agent shall have a lien on the goods for freight. It is clear from Wallem and Co.'s letter to the Captain, Exhibit 4, that this power was exercised by that firm. It seems to me then that the firm constituted themselves bailees of the cargo for the persons to whom it belonged.

Generally speaking a bailor has the right to have the subject matter of the bailment delivered up to him on the determination of the relation:—I find as a fact upon the evidence that the whole of the cargo mentioned in B/L was duly loaded at Sandakan. There is evidence which is not contradicted that it was stored under hatches and that none of it was jettisoned or in any other way got rid of during the voyage. I am satisfied that the full amount of cargo was on board when the vessel arrived in Hongkong. It is not clearly established by the evidence of the head tallyman who gave evidence for the defence what amount of cargo was actually delivered to consignees. The figures on the B/L were written by the boatmen who took delivery. The witness appears to have trusted to them and to the reports of his own men that no more than the amount shown by these figures was in fact delivered. Now none of these tallymen or boatmen were in fact called, and I think the defendants have not made out this part of their case. For, once it is proved for the plaintiff that the firewood was on board, when the vessel arrived, I think the burden shifts to the defendants and they must, as bailees, either deliver or show good reason for not delivering it over to the proper owners.

This they have, I think, failed in doing and it becomes necessary to inquire who is liable under the implied contract arising out of the status of bailees assumed by the defendant firm. It seems to me that the liability falls on them and that they are responsible if they cannot make good their undertaking. Whether the principal may not also be liable I need not here consider. I think the local agents having taken possession of the cargo must on the lien being discharged restore what they took over or show good reason for not doing so—and as it seems to me they have not fulfilled either of these obligations judgment must be for the plaintiff with costs.

Mr. G. H. Hall Bruton appeared for the plaintiff; Mr. A. G. Jackson was for the defence.

CANTON DAY BY DAY.

WRECK OF SS. "YING-KING."

[*From Our Own Correspondent.*]

Canton, 4th August.

A party of the Central Relief Committee left here on the 29th ultimo on board the gunboat *Kwong Yuk* to make a cruise in the vicinity of Tai Shan for the purpose of recovering dead bodies from the wreck of the s.s. *Ying King*. The gunboat returned to Canton on the 1st instant with 22 corpses, which have been buried. To Capt. Lum of the gunboat much credit is due for this unsavoury work; he gave the search party every possible assistance. The same gunboat left here again on the 2nd instant with ten coffins on a second expedition.

FLOOD FUND BAZAAR.

A wealthy gentleman, Mr. Su Sing Kui, has donated to the forthcoming Flood Fund Bazaar a gift of great value in the form of medicinal pills and medicine oil to the total value of over two thousand dollars.

At the Flood Fund Bazaar, there will be an exhibition of wireless telegraph operations to the visitors by a man named Wu.

The Bazaar will be opened to-morrow morning at 11 o'clock. H.E. Viceroy Chang Jenchun has been invited to perform the opening ceremony. All officials in the city, the Consuls of the different countries at Canton, and leading members of the foreign community resident here have also been invited to be present.

FURTHER CUBAN CONTRIBUTION.

Another sum of $3,000 has been received from the Chinese residing in Cuba by the Central Relief Committee towards the relief funds.

CAPT. YANG.

Captain Yang Hung Piu, well known as Yang Chik Sang, superintendent of the Shameen guards, who has held that post for some years, has been succeeded by Colonel Lu Chun Oi.

ON 20th inst., Captain H. P. R. Anson, Middlesex Regiment, will vacate the adjutancy of the 1st Battalion Allahabad, and in November Captain J. S. Cunningham will vacate the adjutancy of the 3rd Battalion, Hongkong.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

EXPLOSION IN PEKING.

ACCIDENT TO THE GERMAN MAGAZINE.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

On the night of the 2nd inst., the magazine of the German troops in Peking exploded.

Over ten men were killed and more than twenty injured by the explosion.

ALLEGED JAPANESE HIGH-HANDEDNESS.

FORCIBLE ARREST IN PEKING.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

Japanese soldiers in Peking are becoming a source of annoyance to the Chinese authorities.

On the 1st inst., they proceeded outside the boundary of the Japanese Legation and arrested a man by force.

The Waiwupu has made representations to the Japanese charge d'affaires in connection with the incident.

CANTON-HANKOW RAILWAY.

REPORTED VISIT OF CHANG CHIH-TUNG.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

It is reported that H.F. Chang Chih-tung contemplates a visit to Canton on the 8th or 9th moon to investigate the affairs of the Canton-Hankow Railway Co. [of which he was recently appointed superintendent.]

[*Reuter's.*]

A French Force Ambuscaded.

LONDON, 3rd August.

A French detachment pursuing Chinese bands in Tongking has been ambuscaded, and a captain and lieutenant killed.

The Chinese losses during the past fortnight amount to 149 killed and 117 captured.

The Paris Riots.

The Labour Unions of Paris are arranging a general strike as a protest at Thursday's killing of strikers.

A resolution of the Socialist Party, which has been published, accuses the Government of designing to murder workmen and brands it as an execution. It affirms the solidarity of militant workers.

The bulk of the printers of Paris began a twenty-four hours' strike yesterday evening and as a result over half the newspapers are not appearing.

Later.

Yesterday passed quietly in Paris, the orders to strike being generally disregarded.

Persia.

The granting of the Turkish Constitution has caused excitement at Teheran where a fresh outbreak is feared.

Over one hundred, mostly merchants, have taken refuge in the Turkish Embassy; they demand the speedy summoning of parliament.

Opium in Hongkong.

In a long letter, Sir Henry Blake criticises severely the closing of the opium divans in Hongkong without investigations on the spot.

He dwells on the serious loss to the revenue of the Colony at a time of languishing trade and increased estimates for the Kowloon-Canton railway, and says that as Hongkong will not kick, the Imperial Government will be stern, as she always is, unless trouble threatens. She will probably not remit an amount of the compulsory military contribution equal to the loss of revenue the Colony will sustain, though there is justice in such remission, and it ought to be granted.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General:—

12 noon, August 5, 1908.

Cyclone or typhoon W. of Basbi Channel moving N.N.E. or N.E.

The naval reliefs for the China Squadron are now going through the manœuvres preparatory to leaving for Hongkong to join their new ships. The chief drafts are aboard the cruiser *Charybdis*.

The China Association.

BANQUET TO SIR ROBERT HART.

Sir Robert Hart, Bart., K.C.M.G., Inspector-General of the Imperial Chinese Maritime Customs, was the guest of the Association at a dinner held on 7th ult. at the Criterion Restaurant, London. Mr. J. H. Scott, President of the Association, occupied the chair on the occasion, and a distinguished and very representative company, numbering some 200 sat down to the banquet. Sir Robert Hart and Lord Fitzmaurice sat on the right of the Chairman, while on his left were their Excellencies the Chinese Minister (Lord Li Ching-fong) and Wang Ta-sieh. The tables were prettily decorated with pink and white flowers, while the flag of China faced the Union Jack. A reception by the President preceded the banquet, and a pleasant hour was spent after the toasts of the evening in social intercourse.

THE LOYAL TOASTS.

The toasts of "The King," "The Emperor of China," and "The Queen, the Prince and Princess of Wales, and the other members of the Royal Family," were submitted from the Chair and heartily responded to.

"SIR ROBERT HART."

The Chairman, who was received with cheers, then submitted the toast of the evening in the following terms:—Your Excellencies, my Lords, and Gentlemen,—I feel that the toast I am about to propose to you will be received with the utmost cordiality, for never before in the history of the China Association have the members had the honour of entertaining a gentleman who has had so unique and so distinguished a career as has our guest of this evening, Sir Robert Hart. (Cheers.) Never since the West began to send her sons to the East, to carve their way to fame and fortune, has a man attained by work and by powers of organisation a higher position as an administrator of a great department of State, or has held for such a long time that position. I think I am safe in asserting that never in our history has any one man held for an unbroken period of 45 years the great position that our guest holds. (Cheers.) Gentlemen, I do not intend to weary you with many words, but I will merely briefly sketch out the salient points of a career which is of the greatest interest to the civilised world. (Hear, hear.) It takes a good deal of thinking to realise what the period of over half a century spent in a tropical country means, for it was in the year 1854 that Mr. Hart, as he then was, landed in Hongkong to join the Superintendency of Trade. In that service he remained for a period of five years, and then by permission he joined the newly-formed service of the Chinese Customs. In the course of two years he was made officiating Inspector-General, and after a further two years he became Chief, the position which he now retains. (Cheers.) Gentlemen, all of us who have resided in the Far East, who have been in business there, know how great the changes have been, but I do not think any of us can realise these in the same way as our guest can, because he has been in constant touch with the whole of the marked changes which have arisen while he has been at the head of his great service. When he first joined that service I believe that its total staff, foreign and Chinese, was only numbered by a few hundreds. At the present day the Customs staff, including that very important department which is also under Sir Robert Hart, the Postal service, numbers some 12,000 to 13,000 foreigners and Chinese—(hear, hear)—and it says not a little for the Inspector-General that he has guided and controlled that vast body of men, has made appointments to important positions in his service without a word to be said against him by any man. (Cheers.) All of us who have resided in that country know what a splendid body of men the Customs officials are. (Hear, hear.) It is a gift in a man to select men well, and I am perfectly sure that the result of Sir Robert Hart's great efforts is largely owing to his powers of selection and to the men to whom he entrusted the important work which falls to Commissioners and other heads of the service. The staff was small when he first began. The ports numbered only seven, I think. Those reporting to the Inspector-General now number, I believe, something over 40. The revenue which was collected in the early days only amounted to some seven or eight million taels. It now touches close on 40 million taels. The foreign trade of China in those days did not total much over a hundred million taels, and I think I am correct in saying that it is something over eight hundred million taels at the present day—(hear, hear)—and though that vast increase in revenue does not perhaps sound very much to you, the mere collection and the organisation required to cope with an expanding trade is something very great. In the early days, as we all know, the export trade of China largely consisted of the trade staples of tea and silk, while the import trade was chiefly in Manchester and Yorkshire goods, and the collection of duties on these was a very simple matter compared to the vast work which is now entailed in collecting revenue on the thousand and one articles which are imported and exported from that great empire. Gentlemen, I would like to draw attention to the fact that all the civilised countries in this world have recognised of what great service Sir Robert Hart has been to them and to the Chinese nation. (Cheers.) He has received honours from all countries, his adopted country included—for I think you are aware that the highest honours paid to any man, honours that have never before been conferred on an Englishman or a European, have been showered on Sir Robert Hart by the Chinese Government. Among these is the very unique honour which he has received of ancestral rank dating back for three generations, a mark of esteem which the Chinese nation would only pay to someone whom they greatly valued. Of this I am very certain—that among all the letters which Sir Robert Hart can attach to his name there are none which he values more than those which are known over the length and breadth of China, which are affectionately, I might almost say familiarly, named by everyone residing in that country. I refer to the "I.G." There will be "I.G.'s" in the future, but I venture to assert there never will be another "I.G." such as Sir Robert Hart has been, for we cannot conceive of any man holding the position for the enormously long time which our guest has held it, during which he organised the service practically out of nothing and brought it to the point of perfection which it has now reached. All those who have been in trade in China—and there are a good many round me here to-night—know that there is no better worked service in the world than the Imperial Maritime Customs. (Hear, hear.) There is no service which gives more information to the trading community. There are no trade returns better than the yellow books which are issued from his Statistical Department quarterly and annually, and I am perfectly certain that the returns of trade which are issued by that department are of the greatest benefit, not only to the commercial men interested in the trade of China, but to the consular officials who are entrusted with the care of British interests. Gentlemen, I will only add this one word—that when those generations who shall come after us ask "Who was Sir Robert Hart: What did he do?" the reply will be found in the well-known lines: Si monumentum requiris, circumspice." I ask you to rise and drink with me long life and health to our guest, Sir Robert Hart. (Cheers.)

Three cheers and a "tiger" were given, and the toast was drunk with great enthusiasm.

Sir Robert Hart, who was received with loud and prolonged cheers on rising to respond to the toast, said: Your Excellency, my Lords and Gentlemen,—I rise to express my profound appreciation of the great honour which has been done me this evening, and to give you my best thanks for the way in which you have received the toast which has been proposed by the Chairman in too flattering terms. During a long stay in China and during the past few years especially, I have often heard of the doings of the China Association, and to-night I have the pleasure for the first time of being present with you as your guest, and I consider the honour a very great one indeed. Your Association has been following and studying the affairs of the East for many years in a very careful manner and has taken special note of everything which had any concern or anything to do with China, whether it was international, domestic, political, or commercial, and you have given the benefit of your views from time to time to China and to the world. Sometimes what you have thought and expressed in the way of opinion may not have been the opinion of others, but one thing has been certain from first to last, and that is your genuine desire for the welfare and prosperity of China—(hear, hear)—and it is most gratifying to me, after a long stay in that country, on my return to England to be received by you in the way in which I have been received, and to hear such words of commendation as have been expressed by your chairman, Mr. Scott. China, as you know, has been for several tens of cycles living her own quiet life in seclusion from the rest of the world, and she has been developing in a sort of family circle. But that development, although it was supposed to be death by some, has been full of life, and I am quite sure that the events of the years which are to come will show that energy and vitality have been stored up to meet the new environment which has now to be faced by China. For times have changed. Formerly China was not in association with the rest of the world, but now intercourse has been commenced and expanded, treaty relations have been established and developed, and new problems have arisen on every side. China is preparing to face those problems and is planning for the future. What that future is to be it is impossible for me to say—time will tell—but I am sure all of you will hail with satisfaction every step in the direction of progress. (Cheers.) The time of transition may be long; the transition period may take many years; both accidents and mistakes may have the effect of stopping or retarding progress; but advance there certainly will be, and some time, sooner or later, when the transformation is come to pass, when with her immense territories with the untold and yet to be developed wealth of her great provinces, and with the immense population of China, with its hundreds of millions of industrious, intelligent, law-abiding and easily-governed people organised to meet the requirements of new times, armed with all the teaching and all the appliances of science, the day will certainly come when China—I will not say will take, but will show herself in the front rank amongst the Powers of the world, and will be a great factor in history. (Cheers.) During the 50 years or more that the Inspectorate has existed—and this year, I may say, is the jubilee year of the foundation of the service in 1858—during those 50 years the Inspectorate has given its best service both to the public and to the Chinese Government, and it has prepared the way and laid the foundations for much that is being done at the present time. In the revenue service, for instance, the Commissioners for all the ports have endeavoured to free merchants from every regulation that was not necessary, and have endeavoured to do away with all sorts of restrictions in order that trade might be free to develop to the best advantage and in the most healthy manner possible. The marine department has studied shipping and has given many aids to navigation in the shape of buoys, beacons, and lighthouses wherever required. The postal department has been created, and is now increasing to such an extent that it will be a magnificent service in the future. It has its offices in every province of China, and in the Northern province of Chihli it has offices in every village, while in the city of Peking there are eight deliveries daily. The postal activity which will be developed in a few years will certainly show magnificent results, in giving a population of four hundred millions all the advantages of transmitting correspondence, and all the other advantages connected with the postal department—and not merely them, but the ever-growing foreign trade of China and the treaty ports. Also the Tung Wen Kwan department of the Inspectorate has had much to do and forty years of the teaching of such capable men as Martin, Oliver and others of the staff have laid the foundations for the new era which is coming, the era in which Western science and Western teaching will be given in every hamlet and every province in China. In addition there is the Statistical Department, referred to by the Chairman. We have endeavoured to provide for the mercantile and official world as much in the shape of statistics as we possibly could, and I am glad to hear from you to-night, as I have known before, that the Statistical Department has become of use, not only to the public in China but to all the Powers in the world, in the information it supplies in its trade returns and in the monographs on special subjects it has published. Beyond what the Statistical Department of the Customs has done in China, you have also the advantage of reading the splendid reports which are prepared by the Consular services of England, America, and other countries; and, furthermore, there are the market reports provided for the newspapers and the local press, which display the light and shade of mercantile life in most graphic manner, so that those who wish to hear about China, what it produces, what it wants, and what is done, have complete information at their hands in the statistics provided. In addition to these things, the Inspectorate has been in contact with China on a great many different points. At present the Government is much concerned with railways, telegraphs, mining, manufactures, and with Western educational, military, and naval matters, and with all these points the Inspectorate has had at some time or other something to do. There have also been occasions during the last 30 years on which the Inspectorate has done very good service for the public and for China by preparing for participation in many international exhibitions which have taken place during those 30 years; and there have been from time to time very important and serious negotiations which the burning questions of the day and successive periods brought to the front in which the Customs have rendered signal and useful service at all points. The point to which we have looked at all times has been the point of general interest, and the procedure has been procedure on cosmopolitan lines. The matter is one of general interest, and what is given to one must be shared by all; differential procedure cannot be resorted to at all. This happy principle has been one worked very easily by the department over which I have presided, in which all the Treaty Powers have been represented. As an illustration of the cosmopolitanism of the department, I may say that at my own office in Peking last year I had the representatives of 14 nationalities working side by side, and not merely working side by side, but working harmoniously and well. (Cheers.) Whatever has been achieved for China and for the world by the department, much has been due to the harmony and loyalty of China herself, whether at Peking or elsewhere; and I take this opportunity of saying that if any credit attaches to my name in connection with the work that has been done, the greater part of it is due to the men of all nationalities who have worked with me, and for me and with me so well during so many years, at so many points, and on so many subjects. (Cheers.) The old has passed away, and the new is coming in, and the work before China is work of enormous importance and enormous difficulty. It is not merely a small village that has to be dealt with: it is an immense population, a population which represents a large section of the human race, and the work to be done is one which means not merely transition, but, if not the substitution of, the addition of the complex arrangements which the necessities of the times calls for to the procedure which has been inherited from the past and from the wisdom of two thousand years. I thank you very much for the way in which you have received me this evening and I wish to attribute the reception to the sympathy which you have for China and to ask your increasing interest in it and your increasing sympathy with it; and, as a final word, I wish to beg of you to continue that sympathy and let it grow, and let your sympathy be shown in reasonable criticism and in moral support. (Loud cheers.)

"OUR GUESTS."

Sir Charles Dudgeon proposed the toast of "Our Guests" in the following terms:—I have a very strong opinion that the way in which they manage dinner speeches in Japan is far better than the way in which we manage them in England. The custom in Japan is that they dispose of their speeches before they dispose of their dinner. I think there are great advantages in that course. In the first place, the anticipation of the victuals tends naturally to cut short the cackle. Further, when the speakers have done their work they are able to eat their dinner in peace without restraint, and, moreover, the speeches afford subjects for conversation and criticism during the dinner. (Laughter.) I have the honour to propose the next toast, which is that of our guests—a toast which will be most heartily received by all. We have the honour of entertaining many distinguished guests, an honour which we very fully appreciate, knowing that our guests not only take an interest in us at this dinner, but in the general work of the Association, and it is on the work of the Association that I think we can found our best claim to entertain our most distinguished guests this evening. Many of them have been co-workers with us in Far Eastern fields; others have been co-workers at home; but I am sure all of them sympathise with the object of this Association, which is the furtherance and maintenance of our interests in the Far East. We specially welcome here this evening the presence of His Excellency the Chinese Minister, with whom I have had the honour of acquaintance for several years. On many occasions in the Far East it has been our pleasure to make acknowledgment of the consideration and interest of officials in our work out there. Here to-day in London we have a broader, wider acknowledgment to make and to show to our guests to-night. In the presence of Lord Fitzmaurice, Sir Charles Lucas, Mr. Fiddes, and others, we have a distinguished representation of those great offices with which we are connected in the matter of our work, and we desire to make acknowledgment of the sympathetic consideration which they always give to our communications to them. We are honoured, too, with the presence of a number of distinguished navy and army officers, including Sir Arthur Moore, whom we desire to welcome back after his useful command in China, and Admiral Fremantle. In General Sir Henry Tuson and Sir Wilsone Black we are glad to have the opportunity of recognising the men who have done their work in upholding the honour of the British flag in the Far East both on sea and on land. (Cheers.) The presence of Sir James Mackay, whom we welcome here to-night, reminds me of the Mackay treaty of 1902. It is not for me to say anything about treaties—it would be inappropriate—but I would simply express the hope that some of us may live sufficiently long to see the terms of that treaty given effect to. Somebody—I do not know who it was—once made a remark about treaties. He described treaties as a convenient and light way of temporarily shelving immediate difficulties. Well, I am inclined to suggest that our treaty of 1902 somewhat lends colour to the truth of the sarcasm. Sir Arthur Moore reminds me of an incident connected with real work in China, not connected with treaty work, but simply enterprise. Sir Arthur Moore, Sir Ernest Satow, Sir Pelham Warren, and myself were included in an invitation given by the officials of the Shanghai-Nanking Railway to be present at the celebration of the completion of the great railway bridge over the Suchow Creek, near Quinsan. We arrived there, and we received the honour of being asked to drive the last rivets into the bridge. We did so. I do not think we showed any particular skill, but I remember that Sir Arthur Moore proved himself to be the best mechanic. Anyway, we got through the job, and afterwards the foreman told us, "Anyway, we have got a name for his bridge." I asked what it was, and he said "Knightsbridge," and it is Knightsbridge to this day. You see how London carries its names right into the heart of China. Mr. President, if I were to go into detail in mentioning our guests I should exceed the limits of time, and I simply ask them to accept our most sincere welcome. But may I in conclusion, express our appreciation of the honour we have received in the representation of the press? We have many eminent representatives of the press here to-night, and we like to make our acknowledgment to the press, who have always opened their columns to us, and whose help is of the greatest importance. I beg, gentlemen, to propose to health of our guests, coupled with the name of Lord Fitzmaurice. (Cheers.)

The toast having been drunk with heartiness,

The Right Hon. Lord Fitzmaurice responded in the following terms:—Mr. Chairman and Gentlemen,—it is a very great privilege at any time to be invited to be a guest on the occasion of a dinner of the China Association, and it is a great honour to be called upon to respond for the guests who are here by your kind hospitality, but the honour becomes even greater when the occasion is one like the present, when one may say that the attention of the whole public of this country is called to your dinner by the fact that it is associated with the name and presence of the eminent man who sits immediately on your right. (Cheers.) On behalf of the guests who I unworthily represent, I have to thank the members of the China Association for inviting us to be present this evening. For myself I feel that I chiefly owe the honour of an invitation to the fact that I am connected with the Foreign Office, and that by almost immemorial custom in your kindness the Foreign Office is allowed to have some representative present at your gatherings. Now, believe me, I am not alluding to the Foreign Office in order to magnify the post of Under Secretary of Foreign Affairs, because in regard to the affairs of China that is especially true which to a very large extent is true of all our work—that is to say, that the Parliamentary representatives of the office must depend upon and be guided very largely by the advice which they receive from the great body of permanent officials who remain at the office whatever Government is in power. I remember many years ago, when I was a very young man, hearing Lord John Russell tell one of his dry anecdotes. He said that when he was appointed Colonial Secretary somebody asked him what he was going to do, and he replied that he did not know what he was going to do, but that he would tell his questioner what he was not going to do—he was not going to do anything which Sir James Stephen did not allow him to do. Sir James Stephen was at that time permanent Under Secretary of the Colonial Office. The affairs of China are a very special department, as I was saying, and it is a privilege of the Foreign Office to have had at its disposition both at home and abroad for many years the services of eminent and distinguished men, men whose names are household words in this room, and I shall not take up your time by enumerating the long catalogue. But I think I should almost be wanting in a proper sense of historical duty if I was to allow this evening to go by without reminding you of a fact which is no doubt known to many in this room, and which is more particularly known to Sir Robert Hart and myself. Sir Robert might have told you in the course of his speech that in the year 1885 it was not the fault of the Foreign Office that he did not take rank in the great and honoured list of the diplomatists of this country, because Lord Granville, under whom I then had the honour to serve, offered him the post of Minister to China, and he accepted it, but from a very high and honourable sense of duty he very soon subsequently came to the conclusion that it was his duty to continue where he was. He thereby acted in a manner which, I think, raised his reputation even higher than it stood already, but which undoubtedly deprived this country of the services of one whose name, I am sure you will all feel with me, will take its place with the name of men whose services are written in our history—men like Parkes and Alcock, and Satow and many others whom I might mention. (Cheers.) In regard to the position of the Foreign Office, you who are members of the China Association I think will agree with me that I am not exaggerating the position from any optimistic point of view when I say that at this moment it is a singularly favourable one, because we have just succeeded in bringing to a successful termination those important railway negotiations which a year ago were still open; and that is, I believe, a fact which must weigh with all of us when we consider the future relations of this country with China, because the future of China—it is almost a platitude to say it—depends very largely upon the rapid development of these great modern means of communication, without which no country can compete successfully with its neighbours. (Cheers.) In this I am sure that His Excellency the Minister, who is here present, the distinguished son of a distinguished father, will entirely concur with me, and I am confident that we can rely upon him and the Government which he so ably represents to march hand in hand with the Foreign Office and this great Association in developing the material resources of China (Cheers). There are other questions, such as that of trade-marks, the warehousing regulations, and other matters of that kind, which are the subject of negotiation; but I am not here to make a speech upon the details of negotiations in regard to which many in this room are far better instructed than I am. I would like to say, however, that I do regret the absence of one this evening who is connected with the Foreign Office, and who had received an invitation to be present, and who has often had the honour of being your guest. I mean my friend Sir Francis Campbell, who is now so intimately associated at the Foreign Office with the control and direction of Chinese affairs. I regret his absence all the more because it is due to illness, I shall be able, I am sure, to convey to him from this gathering the sense which you entertain that in him we have at the Foreign Office a very wise and experienced adviser. (Cheers.) I thank you again most heartily on behalf of myself and my brother guests for having extended to us upon this interesting and important occasion that hospitality which some of us have had the honour of enjoying on other occasions, which some of us have enjoyed for the first time, but which all of us will look back to with pleasure. (Cheers.)

[Continued on Page 6.]

To-day's Advertisements.

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Captain J. D. Andrews, R.N.R. will leave for the above place, TO-MORROW (THURSDAY), the 6th instant, at 6 A.M.

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Hongkong, 5th August, 1908. [7

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F. J. ABBOTT,
Acting Superintendent.

Hongkong, 5th August, 1908. [7

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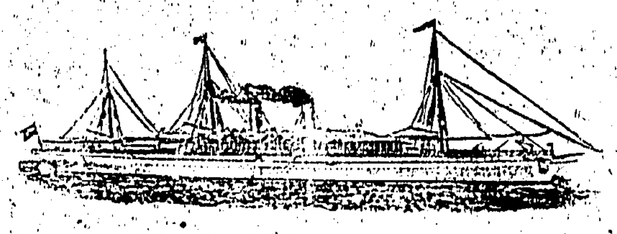

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RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 5th August, 1908. [10

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
SWATOW & SHANGHAI	"KIUKIANG"	7th Aug.,	4 P.M.
AMOY, CHEFOO & NEWCHWANG	"KWFIYANG"	8th "	"
MANILA	"TEAN"	11th "	"
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	2nd Sept.,	"

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 5th August, 1908 [13

HONGKONG—MANILA.

Highest Class newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 8th August, at Noon.
RUBI	2540	Almond	"	SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st August 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and round-the-world. For further particulars apply to
NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908. 665

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th July, 1908 [666

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"MARMORA,"
Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on 20th September, 1908.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 25th July, 1908. [7

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Capt. A. Stewart, will be despatched for the above Ports TO-MORROW, the 6th inst., at Noon, instead of as previously notified.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th August, 1908. [694

"SHIRE" LINE OF STEAMERS, LTD
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"FLINTSHIRE,"
will be despatched for the above Ports on or about the 25th August, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th July, 1908. [686

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey .....$4.
Meals .....$1 25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1908. [23

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 7th instant, 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow, will be made during the Months of July, August and September.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 3rd August, 1908. [726

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
TO ST. PAUL.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing date 1908.
*Kumeric**	6,232	Cowley	On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 31st July, 1908. [19-20

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1908. [716

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, a sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be most certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what has so lately seemed worn-out, "used up," and valueless. This wonderful medicament is purely vegetable and innocuous, is agreeable to the taste suitable for all constitutions and conditions, is either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing restorative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England 2/9 per packet. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

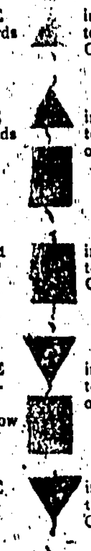
Sold by all Chemists, [63—C

WEATHER FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and A DRUM below	indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	indicates a Typhoon to the South-West of the Colony.
7.	A BALL	indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	indicates a Typhoon to the North-West of the Colony.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock	Aberdeen.
Waglan.	Sau Ki Wan
Stanley.	Sai Kung.
Cape Collinson,	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG,
Director

16th Instr. 1907.

THE CHINA ASSOCIATION.

[Continued from page 5].

"THE CHAIRMAN."

In submitting the final toast Mr. Byron-Brenan, C.M.G., said—Gentlemen, after you had studied the menu, and were looking round this pamphlet for further information, you must have discovered that, following the usual custom, the manager of this entertainment had reserved the best item for the last. (Laughter.) Our Chairman this evening, as President of the China Association, and as the moving spirit that directs its many activities, offers a theme to any speaker which might tempt him to soar to the greatest heights of oratory. In fact, if I may say so without committing a breach of confidence, the Committee of this evening instructed me to throw out all my ballast and to rise to the highest possible elevation; but if I pursued this course I am afraid that in a very short time I should find myself where many other members of this Association have found themselves before me, involved in complicated figures of speech and losing myself in a maze of mixed metaphors, whilst all the time our esteemed Chairman was completely lost sight of, and that I should not be brought down again until I had heard your coughing and your ironical applause. But the very sober and practical tone of the speeches to-night have warned me that I must put a curb upon my imagination. To many of us here the Chairman has been known for many years, and to all his friends the principal qualities of his character are his modesty, his common sense, and his sobriety of judgment. (Hear, hear.) All these are very valuable qualities in a man of his position. This is the first year that he has held office, so the time has not come to eulogise his services, but I feel confident that when his term of office is over, and he lays down his task, he will do so with the satisfaction of feeling that he has done good work in the wise guidance that the China Association requires in increased measure. (Hear, hear.) So I ask you, gentlemen, to join me in showing esteem to Mr. Scott by drinking his health with applause and enthusiasm.

The toast was drunk with three cheers and a "tiger."

In replying the Chairman remarked:—Mr. Brenan and Gentlemen, I thank you very heartily and very sincerely for the way in which you have received this toast. You do me too much honour. Mr. Brenan has been altogether too flattering, because I cannot admit that many of the characteristics which he has lavished on me are at all justified. I have fortunately been associated with the China Association for a good number of years. I have had the honour of serving on its Committee for many years. I know well how earnest and devoted to the interests of the Association all the members of that Committee are, I know—none better—how much they owe to the good guidance and hard work; devoted for years to the objects of this Association, by our friend, Mr. Gundry—(cheers)—the guide, the philosopher, and friend of the Association and of every member in it; but I am happy to think that as a successor to Mr. Gundry in the hard and active work of the Association we have the satisfaction of having a man whose knowledge of China, whose love for things Chinese and for everything connected with that country are more than are possessed by most men, for Sir Chas. Dudgeon—(cheers)—not only did great work in Shanghai, but he also is doing great work here, and I feel that we now have a man who will carry on the work of the Association with great energy. Well, gentlemen, it is a very great honour to me to find myself in the chair tonight. The honour was not sought—it was thrust upon me, because I was very loth to accept the Presidency of this Association in succession to a very much better man in Mr. Gundry. But still, having agreed to accept the position, I promised to do my best, and though I feel, and feel very deeply, that the best might have been much better, still I have done what I could to help you here in doing honour to our distinguished guest—an honour which we feel very highly because, as all of you are aware, Sir Robert Hart has come home on sick leave, and it must be a certain amount of strain to him to come and attend a long meeting like this, and also to make impromptu, such a very interesting and informing speech as he has given us this evening. Gentlemen, I will only say again from the bottom of my heart that I thank you for the cordial way in which you have received the toast. (Cheers.)—*London & China Express.*

Intimations.

CHARTREUSE

Chartreuse has never required to be extensively advertised. Its ancient fame has always been and is still sufficient for its success. An increase of imitations has recently appeared and it is necessary to put consumers on their guard and remind them that **Chartreuse** — the incomparable liqueur — is only made and can ONLY be made at the **Grande Chartreuse**, with the process which has commanded its success.

As a guarantee of its authenticity, Consumers are advised to insist upon seeing the label which should bear the well known signature and emblems,

CHARTREUSE

[83—A

NOTICE

THE Public are hereby informed that no charge has been made for the Issue of Subscription to the *Hongkong Telegraph* and that they are warned against paying more than TEN CENTS (10 cts.) per Single Copy

THE MANAGER,
Hongkong Telegraph Co. Ltd.
Hongkong 10th September, 1906. [6

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9⅛
Do. demand 1/9 9/16
Do. 4 months' sight 1/9 11/16
France—Bank T.T. 2.25
America—Bank T.T. 43⅛
Germany—Bank T.T. 1.82½
India T.T. 135½
Do. demand 136
Shanghai—Bank T.T. 74⅛
Singapore—Bank T.T. per H.K. $100 ..... 77½
Japan—Bank T.T. 88
Java—Bank T.T. 107½

Buying.

4 months' sight L/C. 1/9 13/16
6 months' sight L/C. 1/9 15/16
30 days' sight San Francisco & New York .. 44½
4 months' sight do. 45⅛
30 days' sight Sydney & Melbourne ... 1.10 1/16
4 months' sight France 2.30
6 months' sight " 2.32
4 months' sight Germany 1.87
Bar Silver 24⅛
Bank of England rate ..... 2½ %
Sovereigns $11.03

SHIPPING AND MAILS

MAILS DUE.

Canadian (*Empress of India*) 6th inst.
German (*Darfflinger*) 12th inst.
Indian (*Fooksang*) 4th inst.

The Barber Line s.s. *Satsuma* arrived at New York on 3rd inst.

The s.s. *Inverlie* left Seattle on 3rd inst., for Hongkong via ports

The Boston S.S. Co.'s s.s. *Sylvia* sailed from Keelung on 4th inst., for Victoria, B.C., and Tacoma via ports.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 5th at 12.10 p.—The barometer has risen slightly over Annam and the Philippines, and fallen slightly to moderately over Formosa and the E. coast of China respectively.

The typhoon was still to the Southward of the Loochoos and moving slowly Northwards to yesterday afternoon.

The Japanese returns for this morning are not yet to hand.

Pressure remains low over the N.E. part of the China Sea.

Fresh N.E. to N. winds may be expected in the Formosa Channel, and moderate N. to W. winds along the Northern shores of the China Sea.

Telegraphic communication between the Observatory and Hongkong was restored at 3 p.m. yesterday.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. to W. winds, moderate; fair.

2.—Formosa Channel, N.E. to N. winds, fresh.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Proteus, Nor. s.s., 1,024, C. Moller, 3rd Aug.,—Saigon 29th July, Rice.—Aagaard, Thoresen & Co.

Ajax, Br. s.s., 4,476, Husband, 4th Aug.,—Singapore 30th July, Gen.—B. & S.

Dagny, Nor. s.s., 885, O. Abrahamsen, 4th Aug.,—Chefoo 27th July, Gen.—Aagaard, Thoresen & Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 5th Aug.,—Foochow 2nd Aug., Amoy 3rd, and Swatow 4th, Tea and Gen.—D., L. & Co.

Delhi, Br. s.s., 4,783, B. W. H. Snow, 5th Aug.,—Bombay 22nd July, and Singapore 31st, Mails and Gen.—P. & O. S. N. Co.

Ischia, Ital. s.s., 2,783, Belsito, 5th Aug.,—Bombay 22nd July, and Singapore 29th, Cotton and Gen.—C & Co.

Choshun Maru, Jap. s.s., 1,304, T. Suruga, 5th Aug.,—Shanghai 30th July, and Swatow 4th, Gen.—O. S. K.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 5th Aug.,—Tamsui 2nd Aug., and Swatow 4th, Gen.—O. S. K.

Chiyuen, Ch. s.s., 1,171, G. Stewart, 5th Aug.,—Shanghai 2nd Aug., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Yawata Maru, for Nagasaki.
Dagny, for Canton.
Kwanglee, for Shanghai.
Holstein, for Haiphong.
Wongkol, for Swatow.
Laertes, for Saigon.
Kusichow, for Swatow.
Ajax, for Yokohama.
Nerite, for Balik Pappan.
Shoshu Maru, for Swatow.
Delhi, for Shanghai.
Bellerophon, for Kuchinotzu.

Departures

August 5.

Yawata Maru, for Japan.
Bellerophon, for Seattle.
Mathilde, for Hoihow.
Nord, for Tientsin.
Aromata, for Vladivostock.
Wongkol, for Bangkok.
Shoshu Maru, for Swatow.
Kulvsberg, for Kwong-chow-wan.
Nerite, for Canton.
Kwanglee, for Shanghai.
Kusichow, for Tientsin.

Passengers arrived.

Per *Ajax*, from Singapore—780 Chinese.

Per *Haitan*, from Coast Ports — Messrs. Northcote and Point, and 50 Chinese.

Per *Delhi*, for Hongkong from London—Mr. and Mrs. Chow Wai Hing and infant, Mr. Chun. Mrs. Ellen Lee Shee, Messrs. Kd. Lung, Chung Tai and Wren. From Marseilles—Messrs. H. Kingcome, A. Duncan and J. M. Kalah. From Penang—Mr. W. P. Simpson. From Singapore — Sir George Murray and servant, Mr. and Mrs. Tye Chaun Mi and child, Messrs. M. de C. Figuerdo and Oliviera Leita. For Shanghai from Bombay—Mr. S. Kiga. From London—Misses Gallagher and Wren. From Marseilles—Messrs. C. J. Lin and W. W. Selander. For Yokohama—Dr. C. Fitzwilliams. From Colombo—Miss Hudson, Mr., Mrs and 2 Misses Wright.

Shipping Reports

Str. *Haitan*, from Coast Ports:—Strong N.E. wind with moderate sea throughout passage.

Str. *Ajax*, from Singapore:—Experienced very unsettled weather wind N.E. and East with heavy rain squalls.

VESSELS IN PORT.

STEAMERS.

Aker, Nor. s.s., 1,893, Gallicksan, 1st Aug.,—Moji 26th July, Coal.—Wallem & Co.

Aphrodite, Br. s.s., 2,325, J. W. Smith, 31st July,—Muroran (Japan) 21st July, Coal.—D. & Co., Ld.

Arratoon Apcar, Br. s.s., 2,931, A. Stewart, 29th July,—Calcutta via Penang and Singapore 22nd July, Gen.—D. S. & Co., Ld.

Aynthia, Br. s.s., 694, R. J. Curtis, 2nd Aug.,—Bangkok 24th July, Rice.—G., L. & Co.

Barra, Br. s.s., 2,404, Wayte, 24th July,—New York 7th May, and Durban 28th June, Case Oil.—S. O. Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 28th July,—Sandakan 23rd July, Gen.—M. & Co.

Chunsang, Br. s.s., 1,418, W. E. Sawer, 30th July,—Probolingo, (Java) 21st July, Sugar.—J., M. & Co.

Courtfield, Br. s.s., 4,897, J. Wiseman, 25th May,—Moji 20th May, Coal.—M. B. K.

Glenfalloch, Br. s.s., 1,434, J. Hanisworth, 4th Aug.,—Singapore 26th July, Gen.—Joo Tek Seng.

Glenfarg, Br. s.s., 3,721, H. W. L. Holman, 31st July,—Vancouver, B.C. 2nd July, and Shanghai 28th, Gen.—C. P. R. Co.

Hinsang, Br. s.s., 1,536, A. G. Smith, 2nd Aug.,—Hongay 31st July, Coal.—J., M. & Co.

Hongkong, Fr. s.s., 742, A. Cornelinssen, 4th Aug.,—Haiphong 31st July, and Hoihow 3rd Aug., Pigs, Cattle and Gen.—A. R. M.

Inveran, Br. s.s., 2,853, Marshall, 30th July,—Newcastle 11th July, Coal.—A., K. & Co.

Kumano Maru, Jap. s.s., 3,147, N. Mathieson, 4th Aug.,—Yokohama 25th July, Gen.—N. Y. K.

Kwangping, Br. s.s., 1,243, Thos. Chapman, 2nd Aug.,—Ching-wan-tao 26th July, Coals and Bricks.—S., T. & Co.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 25th July,—Saigon 21st July, Gen.—Wo Fat Sing.

Liangchow, Br. s.s., 1,215, H. Harder, 6th July,—Canton 25th July, Gen.—B. & S.

Loosok, Ger. s.s., 1,020, G. Schultzen, 30th July,—Bangkok 23rd July, Rice and Gen.—M. & Co.

Mandal, Nor. s.s., 1 001, Gabrielsen, 31st July,—Borneo 25th July, Coal.—Wallem & Co.

Mongolia, Am. s.s., 8,750, H. E. Morton, 27th July,—San Francisco 30th June, Honolulu 6th July, Yokohama 18th, Kobe 20th, Nagasaki 21st, and Shanghai 24th, Mails and Gen.—P. M. S. S. Co.

Nerite, Dut. s.s., 1,453, Westers, 29th July,—Saigon 24th July, Kerosine Oil.—A. P. & Co.

Peleus, Br. s.s., 7,441, W. T. Hannah, 3rd Aug.,—Tacoma, U.S.A. via Ports 8th July, Gen.—B. & S.

Pitsanulok, Ger. s.s., 1,261, T. Heyen, 3rd Aug.,—Bangkok 24th July, Swatow 2nd Aug., Rice and Wood.—B. & S.

Prometheus, Nor. s.s., 1,023, O. Kornelinsen, 9th July,—Saigon 4th July, Rice.—Aagaard, Thoresen & Co.

Quinta, Ger. s.s., 987, F. Frahm, 31st July,—Saigon 27th July, Rice.—S. & Co.

Ragnor, Nor. s.s., 1,220, Neilsen, 9th July,—Swatow 8th July, Ballast.—Aagaard, Thoresen & Co.

Rajah, Ger. s.s., 1,275, R. Petersen, 3rd Aug.,—Bangkok 16th July, Rice.—B. & S.

Reidar, Nor. s.s., 3,200, C. Stangebye, 12th July,—Moji 5th July, Coals.—M. B. K.

Solstad, Nor. s.s., 897, H. Melsom, 30th July,—Haiphong 28th July, Rice and Gen.—A. R. M.

Standard, Nor. s.s., 895, H. N. Bull, 17th July,—Singapore 10th July, Gen.—Wallem & Co.

Taiwan, Br. s.s., 1,200, J. A. Martin, 23rd July,—Bangkok 16th July, Rice.—Order.

Tjilatjap, Dut. s.s., 2,475, P. J. von Emmerick, 1st Aug.,—Macassar 24th July, Gen.—J. C. J. L.

Tjipanas, Dut. s.s., 2,444, A. Pander, 1st Aug.,—Moji 27th July, Coal.—J. C. J. L.

Yerimo Maru, Jap. s.s., 2,582, N. Kobayashi, 4th Aug.,—Moji 29th July, Coal.—O. S. K.

Yuensang, Br. s.s., 1,500, P. H. Rolfe, 3rd Aug.,—Manila 31st July, Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,619, R. Rodger, 3rd Aug.,—Manila 1st Aug., Hemp and Gen.—S., T. & Co.

SAILING VESSELS.

Farang, Br. schooner, 86, Oliver, 7th July,—Yap 31st May, Gen.—Mr. G. P. Lammert.

Juteopolis, Br. ship, 2,840, Stewart, 5th June,—San Francisco 5th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of India	Shanghai	C. P. R. Co	Aug. 6
Catherine Apcar	Singapore	D. S. & Co	Aug. 6
Aki Maru	Shanghai	N. Y. K.	Aug. 9
Tenyo Maru	Japan	T. K. K.	Aug. 10
Scharnhorst	Japan	M. & Co	Aug. 11
Derfflinger	Colombo	M. & Co	Aug. 12
Fooksang	Calcutta	J., M. & Co	Aug. 14
Manila	Sydney	M. & Co	Aug. 21

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Sorsogon	at	Kowloon Dock	
Courtfield	"	"	"
Cranley	"	"	"
Charles Hardouin	"	"	"
H.M.S. Whiting	"	"	"
Laisang	"	"	"
Amara	"	"	"
Sancheong	"	"	"
Fausang	"	"	"
Standard	"	Cosmopolitan	"
Vandalia	"	"	"
Pocahontas	"	Aberdeen	"

The Ships Passed Canal.

3rd July—*Ceylon, Jeserie, Ernest Simons, Pak Ling, Nyanza.* 7th July—*Indrawadi, Bengloe, Satsuma, Prinz Regent Luitpold, Sithonia, Shimosa, Yang Tsze.* 10th July—*Denbighshire, Sumatra, Yarra, Myrmidon, Priam, Tamba Maru.* 14th July—*Diomed, Glaucus, Prinz Heinrich, Cathay, Kanagawa Maru, Glamorganshire.* 17th July—*Ambria, Idomeneus, Palma, Hector, Tonkin, Macduff, Yunnan, Boveric, Selenga, Andalusia.* 21st July—*Banlawers, Candia, China,* (Aus.) *Scandia, Glenlochy.* 24th July—*Australien, Jason, Inaba Maru, Stentor, Indrani, Verona, Segovia.* 28th July—*Brasilia, Crewhall, Klatst, Palermo, Prometheus, Hakata Maru, Memnon, Derflinger.* 31st July—*Benlomond, Ningchow, Nore, Polynesian, Maria Rickmers, Teucer.*

Arrivals at Home—3rd July—*Seneca.* 7th July—*Hitachi Maru.* 10th July—*Bombay Maru, Indian, Bulow, Ernest Simons, Sikh.* 14th July—*Tudor Prince, Ping Suey.* 17th July—*Yang Tsze.* 21st July—*Senegambia, Kanagawa Maru, Priam.* 24th July—*Glaucus.* 28th July—*Denbighshire, Prinz Heinrich, Tonkin.* 29th July—*Poona.* 31st July—*Canton, Stentor.*

CHINA COAST METEOROLOGICAL REGISTER.

August 4th 1908, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	29 76	67	97	SE	1	or
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Bonin Is.		"	—	—	—	—	—	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29 83	84	—	W	1	b
Hankow	6	a.m.	—	—	—	—	—	—
Kinkiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	29. 2	87	69	E	1	c
Gutslaff		"	29.80	84	83	NE	2	bv
Sharp Peak		"	29.73	83	9	N	3	c
Amoy	6	a.m.	29.70	84	68	NE	3	c
Swatow		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.68	—	—	NW	2	—
Taichu		"	29.68	—	—	—	0	—
Tainan		"	29.67	—	—	E	2	—
Koshun		"	29.65	—	—	—	0	—
Pescadores		"	29 68	—	—	N	4	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.72	84	72	NW	1	b
Victoria Peak		"	—	—	—	—	—	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	29.75	85	—	ENE	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m.	29.76	77	—	NW	3	c
Tourane		"	29.73	75	—	—	0	or
C. St. James		"	29 81	79	—	SW	4	f
Aparri	6	a.m.	29.6	77	—	S	1	d
Manila	10	a.m.	29.73	79	92	WSW	3	o
Legaspi	6	a.m.	29.73	79	—	SW	1	c
Bacolod	9	a.m.	—	—	—	SSW	2	o
Iloilo		"	29.83	84	—	SW	—	o
Cebu		"	29.83	84	—	S	3	b
Labuan		"	29.82	85	—	—	—	—

August 5th, 1908, a.m.

Vladivostock	7	a.m.	29.72	69	99	S	1	f
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Bonin Is.		"	—	—	—	—	—	—
Chefoo	5	a.m.	29.72	81	87	SW	1	b
Weihaiwei	9	a.m.	29.71	85	—	WNW	2	b
Hankow	6	a.m.	29.72	85	88	S	1	b
Kinkiang		"	29.76	82	87	E	1	c
Shanghai	9	a.m.	29.72	83	79	N	1	c
Gutzlaff		"	29 69	83	79	NNE	2	cr
Sharp Peak		"	29 67	86	96	—	0	b
Amoy	6	a.m.	29.65	82	79	—	0	b
Swatow		"	29 65	79	82	NW	4	b
Taihoku		a.m.	29.64	—	—	—	0	—
Taichu		"	29 64	—	—	—	0	—
Tainan		"	29.59	—	—	E	2	—
Koshun		"	29 62	—	—	—	0	—
Pescadores		"	29 61	—	—	NE	4	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29 73	85	62	ESE	2	b
Victoria Peak		"	—	—	—	—	—	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	29.76	86	—	ENE	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phullen	8	a.m.	29 79	81	—	NW	3	b
Tourane		"	29 78	79	—	—	0	o
C. St. James		"	29.87	79	—	SW	4	c
Aparri	6	a.m.	29.65	77	—	S	1	p
Manila	10	a.m.	29.76	79	92	WSW	5	od
Legaspi	6	a.m.	29.75	77	—	W	1	o
Bacolod	9	a.m.	—	—	—	SW	2	o
Iloilo		"	29.85	85	—	SW	4	c
Cebu		"	29.83	85	—	S	1	c
Labuan			10 84	85				

	Aug. 4 at 10 a.m.	Aug. 4 at 4 p.m.
Barometer	29.72	29.65
Temperature	84	85
Humidity	72	57
Rainfall	—	—

Post Office.

☞ A mail for Long Island (Cheung Chau) will be despatched per steam-launch *Hoi Yuen* daily at 2.45 p.m.

A Mail will close for:—

Saigon—Per *Taiwan*, 6th Aug., 8 A.M.
Saigon—Per *Laertes*, 6th Aug., 9 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per *Chongshing*, 6th Aug., 11 A.M.
Amoy and Shanghai—Per *Tjilatjap*, 6th Aug., 11 A.M.
Macao—Per *Sui Tai*, 6th Aug., 1.15 P.M.
Swatow and Shanghai—Per *Kiukiang*, 6th Aug., 3 P.M.
Swatow and Bangkok—Per *Pitsanuloh*, 6th Aug., 5 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjipanas*, 6th Aug., 5 P.M.
Haiphong—Per *Hongkong*, 7th Aug., 9 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston and New Zealand—Per *Kumano Maru*, 7th Aug., 11 A.M.
Bangkok—Per *Loosok*, 7th Aug., 11 A.M.
Macao—Per *Sui Tai*, 7th Aug., 1.15 P.M.
Manila—Per *Yuensang*, 7th Aug., 3 P.M.
Kudat and Sandakan—Per *Borneo*, 8th Aug., 8 A.M.
Manila—Per *Zafiro*, 8th Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Glenfarg*, 8th Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 8th Aug., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Marmora*, 8th Aug., 11 A.M.
Shanghai—Per *Yatshing*, 8th Aug., 11 A.M.
Macao—Per *Sui Tai*, 8th Aug., 1.15 P.M.
Shanghai—Per *Hangsang*, 10th Aug., 11 A.M.
Singapore, Penang and Bombay—Per *Ischia*, 10th Aug., 2 P.M.
Manila—Per *Tean*, 11th Aug., 3 P.M.
Singapore, Penang and Colombo—Per *Kamo Maru*, 11th Aug., 5 P.M.
Europe, &c., India, *via* Tuticorin—Per *Scharnhorst*, 12th Aug., 11 A.M.
Singapore, Penang and Calcutta—Per *Kutsang*, 12th Aug., 1 P.M.
Manila, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle—Per *Prinz Sigismund*, 13th Aug., 4 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Fooksang*, 14th Aug., 11 A.M.
Manila—Per *Loongsang*, 14th Aug., 3 P.M.
Manila—Per *Rubi*, 15th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 15th Aug., 3 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjilliwong*, 15th Aug., 4 P.M.
Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle—Per *Aki Maru*, 18th Aug., 3 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Fremantle, Hobart, Launceston and New Zealand—Per *Eastern*, 20th Aug., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Anangtsha*, 2nd Sept., 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Ascoli, V. and servant
Barnes, C. F.
Battiscombe, H. G.
Benson, R.
Black, Dr. G. D. R.
Blumenthal, B.
Blunn, A. B.
Brayfield, T.
Bumann, Mr. and Mrs. J.
Bunner, W. C.
Bussierre, S. C. de
Carter, A.
Chandler, Mrs. E. W.
Colvin, H. E.
Condon, H. L.
Copp, Mrs. W. H.
Copp, Capt. W. H.
Copp, Miss
Courtney, Mrs. M. and child
Day, E. W.
Dusen, J. Van
Denis, Mr.
Esrom, F.
Evans, W. E.
Eymail, A.
Fuller, S. J.
Goode, P. H. M.
Hall, Capt. T.
Hayes, C. V.
Helm, Mr. and Mrs. F. B.
Innes, Capt. R.
Inouye, K.
König, C.
Kuttner, L.
Massey, Miss K. A.
McGlean, J.
McIntosh, G. C.
McKean, Dr. G. W.
Melzenthin, Capt. H.
Minemats, S.
Mody, Mr. and Mrs. J. H. N.
Mody, Master F. H.
Mody, Master J. H.
Moore, Dr. and Mrs. W. B. A.
Nagel, Mr.
Nesbitt, P.
Nichols, Mrs.
Niedhardt, E.
Nypels, Capt.
Osborne, Mr. and Mrs. C. C.
Packer B. L.
Pearse, Dr. W. W.
Peake, A. W. J.
Perkins, T. L.
Perindorge, Dr. & Mrs. G. de
Pierce, W. H.
Pilgrim, J. A.
Ray, E. H.
Reber, Capt. H. C.
Roland, L. A.
Rosenstock, C. W.
Shields, C. E.
Skinner, H. W.
Spittles, J.
Stebbing, W. T.
Stevens, Rev. A. J.
Sutton, Mr. and Mrs. F. B.
Thomas, H. P.
Thomson, P. A.
Wallach, C.
Wiseman, Capt.
Woods, J. D.

CONNAUGHT.

Baker, A. H.
Barrett, Miss
Blanc, P.
Boulet, E.
Berry, Mr. and Mrs. F. J. and child
Bullock, E.
Esrom, F.
Eyre, Mr. and Mrs.
Gale, E. D.
Grumpton, W. J.
Grunwald, L.
Hersley, R. S.
Holmes, H. S.
Hough, Dr.
Jack, Mrs. C. M.
Kelly, W. H.
Langford, Mr. & Mrs.
Lingeri, Miss L.
Loponyade, Mr & Mrs. S. A.
Marcovitz, Mr.
May, H. J.
Merlin, Capt. J. A.
Nwansoan, S.
Perkins, C. B.
Sears, W. A.
Shiley, S. B.
Silva-Netts, Mr. and Mrs. A. F. B. and child
Stapleton, Mr. & Mrs. F. W.
Stapleton, Master F. W.
Thomson, J. W. D.
Tom, Mr.
Weill, B.

PEAK.

Aubrey, Dr.
Aucott, E. F.
Burton, Major
Carruthers, E. S.
Clarke, F. S.
Coke, Lt. & Mrs. B. E.
Daniel, Fred. W.
Daniel, Water J.
Darling, Col.
Davies, Hon. W. Rees
Dooner, Capt.
Ennies, Rev. and Mrs. Dallas
Ellis, Mrs.
Evans, Miss
Finch, Capt. and Mrs.
Galbraithe, Mr.
Gibson, W. C. E.
Gompertz, H. H.
Greenhill, L. S.
Hall, J.
Hassall, Mr. and Mrs.
Hell, P.
Hett, Mr. and Mrs. P.
Hill, E. E.
Hutchison, Capt. and Mrs.
Hockaday, W. T.
Irving, Edward
Jones, R.A.M.C., Major T. P.
Kell, Mr.
Kraus, E. L.
Lanning, Albert E.
Lauder, Major
Logan, Major and Mrs.
Martin, R.
McHutchon, Mr.
Mitchell, R.
Monk, S. D.
Morel, Madame
Palmer, Major
Reid, Lieut.-Col.
Rissland, Mr. and Mrs. H.
Sinclair, A.
Smith, A. Findlay
Stevens, Mr.
Stopani, Mr.
Tiedmann, Consul
Watkins, Mr.
Wharliest, M. R.
Wilder, A. P.
Workbrook, Mr.

CRAIGIERNURN.

Adams, M. and Mrs. F. R. J.
Anderson, Mr
Caldwell, G. E.
Clayson, Mr.
Clayson, Mrs.
Clothier, Mr. and Mrs. H. W.
Fletcher, H. L.
Gaster, Mr. E. R. A.
Gibson, Capt. and Mrs.
Johnston, Mrs.
Jones, Dr. and Mrs. E.
Nikkels, R. N. W.
Paul, Mrs.
Pye, Mr. & Mrs. Burns
Ram, E. A.
Saunders, Mr.
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Stewart, Capt.

KOWLOON.

Allen, C. S.
Black, H.
Bode, Capt.
Brammert, E. H.
Daughty, Mr. and Mrs.
Gardner, J. H.
Gray, S.
Hope, Mr. and Mrs. J. and 2 children
Samson, Baron
Stapleton, Mr. & Mrs.
Stevens, Mr.
Stone, P. E. F.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1908. 844

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. C. Ryan	en route Singapore
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon R. O. B. Bridgeman	Hongkong
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Weihaiwei
Cherub	water tank and tug	530	—	300	Master S. West	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Fame	torpedo boat de-stroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Weihaiwei
Janus	torpedo boat de-stroyer	280	6	5,000	Lieut.-Commander C. A. Fremantle	Weihaiwei
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Weihaiwei
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihaiwei
Kinsha	river gunboat	016	4	1,200	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Jesselton
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander C. C. Walcott	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat de-stroyer	350	6	6,500		Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat de-stroyer	250	6	6,500	Bosp. W. Strath	Hongkong
Tamar	receiving ship	4,050	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Hongkong
Virago	torpedo boat de-stroyer	355	6	6,300	Lieut.-Commander Stevenson	Weihaiwei
Waterwitch	surveying ship	620	4	450	Lieut.-Commander H. P. Douglas	Port Swettenham
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander J. Kiddle	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander Hon. F. Knox	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. H. R. V. Cottrell-Dormer	Yangtse
Woodlark	river gunboat	150	2	550	Lieut.-Commander G. R. Livingstone	Yangtse

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Alger	2nd class cruiser	4,320	22	5,100	Commander Fournier	Saigon
Argus	river gunboat	180	6	570	Lieut. Audouard	Canton
Bruix	armoured cruiser	4,8..	16	8,300	Captain Rochas	Nagasaki
Décidée	gunboat	63.	10	900	Lieut. de Linarès	Shanghai
D'Entrecasteaux †	1st class armoured cruiser	8,2..	26	15,500	Capt. Thibault	Vladivostock
Oiry	river gunboat	170	6	500	Lieut. de Maindreville	Upper Yangtze
Peiho	river gunboat	130	4	280	Lieut. Puech	Tongku
Takiang	steam-launch	—	—	—		Upper Yangtze
Vigilante	river gunboat	180	6	170	Lieut. Dumoulin	Hongkong

† Flagship of Rear-Admiral Perrin, Commander-in-Chief.

Vipère	Gunboats.	475	—	—	Reserve.	Saigon
Lion		500	—	—		
Baïonnette		170	—	—		
Bouclier		140	—	—		
Coronade		184	—	—		
Cimetarre		140	—	—		Haiphong
Estoc		142	—	—		
Jacquin		200	—	—		
Achéron	armoured gunboat	1,830	8	1,700	Lieut. Bertrand	Saigon
Alouette	gunboat	506	7	400	Commander Badin	Saigon
Comète	gunboat	500	6	500	Capt. L. Gervais	Saigon
Esturgeon	sub-marine	70	—	60	Lieut. Combet	Saigon
Fronde	destroyer	300	7	6,300		Sa

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	125,000	$125	$125	£1,500,000 / $13,500,000 / $250,000	$2,000,387	Final of £2 on old and £1.10/- on new shares for ½-year ending 31.12.07	6 %	$770 / London £79
Nationa Bank of China, Limited	99,925	£7	£6	£4,009 / $150,000	$10,223	$3 (London 3/6) for 1907	...	$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 / $219,058 / $401,959	none	$20 for 1906	9 %	$220
North China Insurance Company, Limited	10,000	£15	£5	£125,000 / Tls. 100,000 / Tls. 48,942	Tls. 204,424	Interim of 7/6 ex 2/5½ for 1907	6 %	Tls. 77 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £00,000 / $302,478 / £119,695 / $727,619	$2,506,011	Final of $45 making $45 for 1906 and interim of $30 for 1907	6 %	$760
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 / $190,032 / $85,157	$591,763	$12 and bonus $3 for 1906	9½ %	$162½ buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$10	$1,000,000 / $346,097 / $13,802	$372,432	$6 and bonus $2 for 1906	8½ %	$92½
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,123,941	$128,027	$27 for 1906	8½ %	$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	51,035	$1 for 1906	...	$15
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $96,988	Nil.	$4 for year ending 30.6.1907	10½ %	$38
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $575,000 / $75,279 / $20,000	16,437	$1½ for 2nd. half-year making in all $2½ for year ending 31.12.07	7½ %	$29
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000			£10,000				
Do. do. (Deferred)	60,000	£5	£5	£42,000	£13,755	6% for 1907 on Preference shares only @ ex 1/9 11/16=$3.15	5½ %	$40 / $20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 3½ making Tls. 3½ for 1907	7½ %	Tls. 46 buyers
Do. (Preference)	100,000			£400,000			7 %	Tls. 52 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871 / $65,000	172,370	Second Interim of 1/- (Coupon No. 9 for a/c 1907	4½ %	43/6
"Star" Ferry Company, Limited	10,000	$10	$10	$47,221	$98	$1.00 / $0.50 for year ending 30.4.1908	4 % / 5½ %	$25 / $15
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 140,000 / Tls. 60,255 / Tls. 100,000 / Tls. 116,020 / Tls. 17,142	6,869	Final of Tls. 2½ making Tls. 5 for 1907	12½ %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	£100	£100	$32,538 / $56,848	Dr. $279,371	$8 for year ending 31.12.06	...	$130
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,131	$3 for 1897	...	$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,273	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 90 buyers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£150,000	£13,556	Interim of 1/6 (No. 10) for account 1908	7½ %	Tls. 15½ buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,289				
	50,000	£1	£1	£4,873	11,358	No. 12 of 1/-=48 cents	...	$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$15	$15	$53,601	$3,726	$1.75 for year ending 31.12.06	...	$13
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$10	$50,000 / $26,866 / $40,000 / $63,691	$3,556	Final of $1½ making $3½ for 1907	7½ %	$46
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$ 0	$150,000	$241,442	Final of $4 making $8 for 1907	7½ %	$105 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Is 33 742	Final of Tls. 2½ making in all Tls. 5 for year ending 30.4.08	6 %	Tls. 85 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 / Tls. 75,000 / Tls. 225,000	Tls. 22 626	Final of Tls. 9 making Tls. 17 for 1907	8½ %	Tls. 197½ sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	$19 sellers
Central Stores, Limited	50,123	$15	$15	$1,000	$9,178	$1.80 for 1906	...	$12½ sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / 37,000	$252	Final of 53½ making $7½ for 1907	9½ %	$80
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$36,915	Interim of $3½ for account 1908	7½ %	$91 ex div.
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$217,426 / $50,000	£4,621	70 cents for 1907	6½ %	$10½
Kowloon Land and Building Company, Limited	6,000	$50	$50	none	£653	$2½ for 1907	6½ %	$07
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 / Tls. 170,000	Tls. 107,547	Interim of Tls. 3 for account 1908	6½ %	Tls. 119 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,541	Interim of $2 for account 1908	9 %	$46 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 45,939	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4 %	Tls. 63½ buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$60,000	$14,269	50 cents for year ending 31.7.07	4½ %	$21
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 67½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,063	Tls. 50 for 1906	...	Tls. 242½ sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$7½
China-Borneo Company, Limited	60,000	$12	$12	$25,000	Nil.	$1.10 for 1907	11½ %	$10½
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	$6½
Do. Do. special shares	50,000	$1	$1		$8,593	80 cents for 1907	8½ %	$9½
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$120,000				
Dairy Farm Company, Limited	25,000	$7½	$6	$60,000 / $5,000	$2,974	$1.30 for year ending 31.7.07	6½ %	$20
Green Island Cement Company, Limited	400,000	$10	$10	$12,000	15,078	Final of 75 cents making in all $1½ for 1907	11½ %	$10½ sales
H. Price & Company, Limited	12,000	$10	$10	$5,000	$251	75 cents for 9 months ending 31.12.07	8 %	$12 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	89,7	$2 for year ending 28.2.08	10½ %	$19 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$9,321	21 and bonus 20 cts. for year ending 29.2.08	7½ %	$16
Hongkong Ice Company, Limited	5,000	$25	$25	$120,000	$4,578	Final of $15 making in all $19 for 1907	8 %	$235
Hongkong Rope Manufacturing Company, Ld.	63,000	$10	$10	none	18,191	Interim of $2 for account 1908	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 552½ sellers
Peak Tramways Company, Limited	25,000	$10	$10	$5,000	$7,471	80 cents on fully paid shares and 6 cents on $1 paid shares for year ending 30.4.08	6 % / 4 %	$14 / $2
Peak Tramways Company (new)	50,000	$10	$1					
Philippine Company, Limited	75,000	$10	$10	none	Nil.	None	...	$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	6½ %	Tls. 116 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14½ %	Tls. 95 buyers
Shanghai Waterworks Company, Limited	16,250	£20	£20	Tls. 190,000	Tls. 58,332	Final of 37/6 making 52/6 for 1907	...	Tls. 400 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $92,23	None	...	$23 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$478	40 cents for year ending 31.5.07	6½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	$10	$10	none	$111	50 cents for 1907	4½ %	$11
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,900 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	16,438	Final of 50 cents=5 %=making 60 cents for year ending 31.12.07	6½ %	$9½
William Powell, Limited	15,000	$10	$10	none	$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1900	...	$5

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Hongkong, Canton & Macao Steamboat Co	$1½	August 11th
Hongkong and Whampoa Dock Company	$4	„ 24th
Hongkong & Shanghai B'king Corporation	£3	
Shanghai and Hongkew Wharf Co.	Tls. 4	„ 22nd

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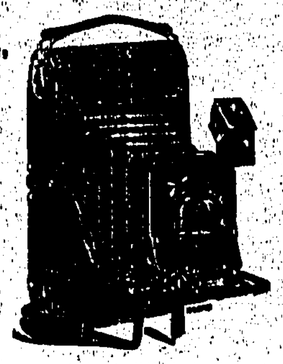

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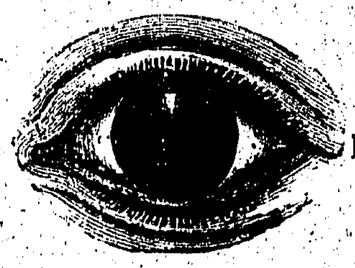

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